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**CITY OF RICHMOND
CALIFORNIA**

**CONCISE
GENERAL PLAN
DOCUMENT**

OCTOBER 1981

**Prepared by
RICHMOND PLANNING DEPARTMENT**




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City of Richmond Planning Department



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1.00 THE RICHMOND GENERAL PLAN.

1.01 Legal Requirement.

The California Government Code, Sections 65300 SUPRA, provides that:

1982 PL

"Each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgement bears relation to its planning.

In construing the provisions of this article, the Legislature intends that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.

The general plan shall be so prepared that all or individual elements of it may be adopted by the legislative body, and so that it may be adopted by the legislative body for all or part of the territory of the county or city and such other territory outside its boundaries which in its judgement bears relation to its planning.

The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals."

1982 PL

1.02 Purpose and Scope of the General Plan.

The City Council of Richmond recognizes the need for a plan which will provide a source of information and a statement of public policy to aid the citizens of Richmond in making decisions regarding their own development plans, and to guide the Planning Commission and City departments in making recommendations and conducting specific studies, and to provide a framework within which to develop policy for zoning, subdivision regulations, urban renewal and capital improvement programming.

1964 GP

The General Plan shall at all times be current with the needs of the City of Richmond, and shall represent the best thinking of the Council, Planning Commission and boards, commissions and departments of the City in the light of changing conditions.

The entire Planning Area contained in the General Plan is located in Contra Costa County, and the unincorporated portion of the area is under county jurisdiction. Three cities are located within the Planning Area: Richmond, El Cerrito and San Pablo.

The General Plan is a working document. It was originally adopted by City Council in 1964 and was amended repeatedly to keep it up-to-date and complete pursuant to law (a current list of amendments through

1964 GP

December 1981 is attached). This concise General Plan document was prepared since the full adopted documents had gradually become voluminous and difficult to work with. It was prepared by merging the various amendments into the original plan document, and then eliminating background, statistical and descriptive material. Retained were only the goals and objectives, policies and principles, standards and implementation in the document. The margin of the text is annotated to show the text source (beginning and end of each citation). Margin symbols are explained in the table below. Area plans and their detail are made part of this document by reference. The full documents, containing the materials not included in this concise General Plan, are available for public review in the City Planning Department and in the Richmond Public Library.

NEW

NEW

1.03 Adopted General Plan Documents.

<u>Adoption Date</u>	<u>Council Resolution Numbers</u>	<u>Margin Symbol</u>	<u>Description (Location and Changes)</u>
9/21/1965	8481	1964 GP	Entire Richmond Planning Area: Adopted Comprehensive General Plan consisting of "Richmond General Plan, a Guide for Community Development" (1963) and "Recommended Revisions to the Richmond General Plan" (1964).
12/13/1965	8774	None	Wildcat Canyon, near Tilden Regional Park: 1. Changes "Boland Property" to Regional Recreation from Low Density. 2. Altered alignment of Wildcat Canyon Parkway to connect to Ridgetop Parkway.
3/14/1966	8852	None	1. Off-shore tidelands between Pt. San Pablo and Pt. Pinole: reduced extent of development proposed on fill. 2. Richmond Golf and Country Club: Changes to Regional Recreation from General Industry.

<u>Adoption Date</u>	<u>Council Resolution Numbers</u>	<u>Margin Symbol</u>	<u>Description (Location and Changes)</u>
			3. Tank Farm Hill: Changes a portion of Standard Oil property to Extensive Industrial from General Industry.
			4. Designated as Scenic Drives a connection between San Pablo Avenue and Wildcat Creek near 14th Street, and Oursan Valley Drive from Wildcat Canyon to north of San Pablo Reservoir.
			5. Brickyard Cove and adjacent hill slopes. Reclassified various lands to Urban Low Density Residential, Commercial and Regional Recreation, and designated Garrard extension as Scenic Drive.
			6. Brooks Island: Changed to Open Space Reserve and Open Water from Regional Recreation, Residential and Commercial.
			7. Bay Area Rapid Transit Alignment: Designated route, station and storage yard locations.
			8. Santa Fe Neighborhood: Changed to Urban Low Density Residential from Urban Medium Density Residential.
			9. Pullman Neighborhood: Changed Pullman Shop site to Special Industry from Commercial.
			10. Golden Gate Industrial Park: Relocated airport site to north of industrial park from Albany city limits.

<u>Adoption Date</u>	<u>Council Resolution Numbers</u>	<u>Margin Symbol</u>	<u>Description (Location and Changes)</u>
			11. Pullman Neighborhood: Adopted Pullman Neighborhood Plan.
3/14/1966	8853	1966 RL	1. Entire Richmond Planning Area: Adopted "Resources for Leisure" (1965); the "Plan for Recreation and Parks Open Space" and "Development Program for Recreation and Parks."
11/13/1967	9268	1967 REV	<p>1. Point Richmond and Wildcat Canyon portions changed to Regional Park from Urban Low, Rural Medium and Rural Low Density Residential.</p> <p>2. Central Richmond Rapid Transit Station: Text added regarding its design.</p> <p>3. North-South Thoroughfare Routes (especially 10th St., 13th St., Carlson Blvd. and its proposed extension to Portola and 13th St., 23rd St., San Pablo Avenue and Hilltop Drive) designated as Landscaped Thoroughfares. (NOTE: Designation changed to Urban Scenic Route by Scenic Routes Element; see Resolution No. 172-75).</p> <p>4. Southeast corner of Appian Way and Interstate 80: Changed to Regional Shopping Center from Suburban Low Density Residential. (NOTE: deleted by Resolution No. 236-72).</p> <p>5. Iron Triangle Neighborhood: added the "Policy Plan for the Iron Triangle."</p>

<u>Adoption Date</u>	<u>Council Resolution Numbers</u>	<u>Margin Symbol</u>	<u>Description (Location and Changes)</u>
11/23/1970	90-70	1970 HE	<ol style="list-style-type: none"> 1. Entire Richmond Planning Area: Housing Element added as an addition to the "Residential Areas" section of the Richmond General Plan. 2. South Shoreline: Major Port and Related Marine Development added to the "Water Transportation" section of the Richmond General Plan (NOTE: superseded by Resolution No. 44-73). 3. Pullman Shop Property (located in block bounded by Carlson Blvd., Florida Ave., So. 33rd St., Beck St., and South St.): Designation changed to Urban Medium Density Residential from Special Industrial on Richmond General Plan Maps; also revised text and maps of the Pullman Neighborhood Plan accordingly.
12/4/1972	236-72	1972 REV	<ol style="list-style-type: none"> 1. Tank Farm Hill Site (bounded by Hilltop Drive, San Pablo Avenue, southern boundary of Tara Hills, and Interstate 80); designated as Regional Shopping Center, Open Space Reserve, Urban High Density Residential (maximum density of 24 dwelling units per net acre) and Public Service land uses on Richmond General Plan map with accompanying text. The revision also includes an updated traffic circulation pattern in this vicinity.

<u>Adoption Date</u>	<u>Council Resolution Numbers</u>	<u>Margin Symbol</u>	<u>Description (Location and Changes)</u>
			2. Southeast corner of Appian Way and Interstate 80. Changed back to Suburban Low Density Residential from Regional Shopping Center (see
3/12/1973	44-73	1973 CL	1. Richmond shoreline and adjacent areas: "Richmond Coastline Plan" adopted as an addition to the Richmond General Plan Local Area Proposals Section.
10/29/1973	185-73	1973 OS/C	1. Entire Richmond Planning Area: "Open Space Conservation Element" adopted.
1/7/1974	3-74	None	1. Safeway Beverage Plant Site (in vicinity of Southern Pacific tracks, Burlingame Ave., San Joaquin St., and Huntington Ave.): changed to Special Industrial from Urban Low Density Residential and Community Park. 2. North of Huntington Avenue between the former stub-end streets of Napa and Inyo that have been vacated: changed to General Commercial from Urban Low Density Residential.
9/30/1974	202-74	1974 SS	1. Entire Richmond Planning Area: "Seismic Safety Element" adopted.
12/9/1974	238-74	RES. 238-74	1. Villa Mira Vista, Canyon Estates and Leneve Place Areas: changed to Rural Low Density (maximum dwelling units 70), Rural Medium, and Suburban Medium Density Residential respectively from Regional Park.

<u>Adoption Date</u>	<u>Council Resolution Numbers</u>	<u>Margin Symbol</u>	<u>Description (Location and Changes)</u>
10/14/1975	170-75	1975 NE	1. Entire Richmond Planning Area: "Noise Element" adopted.
10/14/1975	172-75	1975 SR	1. Entire Richmond Planning Area: "Scenic Routes Element" adopted.
4/25/1977	87-77	1977 SAP	1. Portion of Richmond Shore- line and Adjacent Areas (Pt. Isabel, Inner Harbor Basin, Santa Fe and Harbor Channels, and Brooks Island): "South Richmond Special Area Plan" adopted as an addition to the Richmond General Plan Local Area Proposals Section (amends portions of the Rich- mond Coastline Plan).
5/23/1977	109-77	None	1. Stahl Property (3 1/2 acre portion located on the north side of El Portal Drive be- tween Eastshore Freeway and El Rancho Elementary School): Changed a portion of this property to General Commer- cial from Suburban Medium Density Residential and Open Space Reserve.
8/1/1977	158-77	None	1. Cutting Boulevard at 37th Street: changed approximately 5.7 acres to Urban Density Residential from Regional and Community Shopping Center.
1/1/1978	8-78	1978 BP	1. Entire Richmond Planning Area. Adopted the "Bikeways Plan" as a section of the Transport- ation Element of the Richmond General Plan.

<u>Adoption Date</u>	<u>Council Resolution Numbers</u>	<u>Margin Symbol</u>	<u>Description (Location and Changes)</u>
1/30/1978	12-78	None	1. Hoffman Boulevard and South 30th Street: changed designation of two parcels of land to Special Industry from Urban Medium Density Residential.
8/13/1979	141-79	None	<p>1. Hilltop Drive north of Robert H. Miller Drive: changed designation to Urban Low Density Residential from General Industry, Extensive Industry, and Regional Commercial.</p> <p>2. South of Hilltop Drive and west of Birmingham Drive: changed designation to Urban High Density Residential from Urban Medium Density Residential.</p> <p>3. In the Annex Neighborhood at San Joaquin Street near Huntington Avenue: changed designation to Urban High Density Residential and Special Industry from Urban Low Density Residential.</p>
12/17/1979	237-79	None	<p>1. Pullman Neighborhood at Carlson Boulevard and South Street: changed designation of approximately 17 acres to Special Industry from Urban Medium Density Residential.</p> <p>2. Pullman Neighborhood at Carlson Boulevard; changed designation of certain lands to Special Industry, General Commercial and Urban Medium Density Residential from Commercial, Residential (Single-Family) and Urban Medium Density Residential.</p>

<u>Adoption Date</u>	<u>Council Resolution Numbers</u>	<u>Margin Symbol</u>	<u>Description (Location and Changes)</u>
8/11/1980	176-80	None	1. Cutter Ranch off Castro Ranch Road in El Sobrante: changed designation to Rural Low, Rural Medium and Suburban Low Density Residential, Open Space for Outdoor Recreation and Nature Study, and Open Space for Public Health and Safety, from Other Open Space. Changed further by Resolution No. 263-80.
12/8/80	262-80	None	1. Northerly and westerly Hilltop area: Changed designations to a variety of residential densities, commercial and Open Space uses, also amending the Transportation/Circulation, Open Space/Conservation, and Scenic Routes elements in the area.
12/8/80	263-80	None	1. Cutter Ranch off Castro Ranch Road in El Sobrante: Further changed land use designations on this property by increasing residential densities. See also Resolution No. 176-80.
9/28/81	184-81	1981 HER	1. Entire Richmond Planning Area: adopted revised Housing Element of the General Plan.

1.04 General Goals.

The following Goals were adopted by resolution of the City Council to "guide the preparation and maintenance of a long-range comprehensive General Plan for the physical growth and development of the City of Richmond.

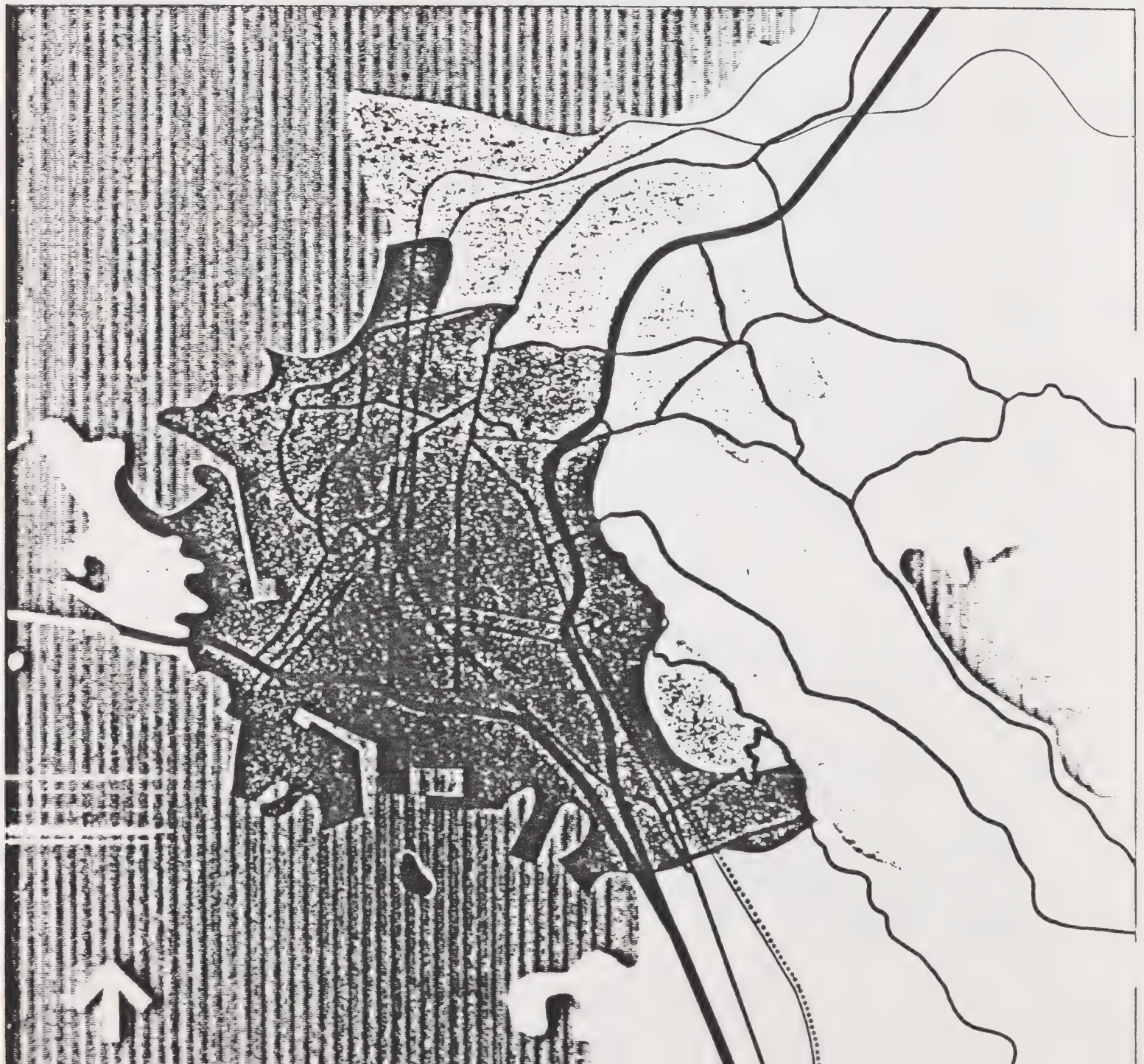
NEW

NEW

- A. Encourage attractive, safe residential neighborhoods with a variety of dwelling types, and facility amenities that will produce neighborhoods with distinct identities, and actively promote a policy of providing housing in a wide range of prices available to all segments of the City's population in new subdivisions, in areas of housing and redevelopment, and in the City at large in order to avoid the costs of social problems created by ghettoization and to encourage human contacts prevented by housing barriers. 1964 GP
1964 GP
RES
8914-66
- B. Extend industrial planning and zoning to provide and ensure inviting and economically rewarding industrial parks as well as areas for heavy manufacturing; 1964 GP
- C. Create strong commercial and regional centers which are skillfully conceived and imaginative with related specialty areas, all easily accessible by automobile and public transit;
- D. Develop a thoroughfare system that will insure access to all residential and industrial sections as well as to the business centers by automobile and public transit;
- E. Devise legislation directed toward improving the visual appearance of streets including controls on signs and other street embellishments, and require freeway design and location that enhance property values;
- F. Develop Richmond's waterfront potential for residential, commercial and recreational use as well as for heavy industry;
- G. Accelerate and extend the urban development program, both public and private;
- H. Establish with careful zoning ordinances the number of residents which Richmond can accept without overcrowding and excessive cost of public service;
- I. Encourage a general community awareness of the fact that attractive urban design improves the aesthetic and economic values of a site, the adjacent lots, the neighborhood and the entire city.
- J. Provide for the recreational and cultural needs of the community with a variety of opportunities for leisure time activity available in each neighborhood and in the community in conformance with standards established by the Recreation Commission and adopted by the City Council. 1964 GP

Environmental Zones

- Urban
- Suburban
- Rural



K. Design and zone buffer areas to accomplish a pleasant transition between residential, industrial and commercial areas;

1964 GP

L. Devise zoning ordinance provisions that encourage open space in the urban scene, zoning which gives an economic reward to the developer who provides open space, in place of the dreary asphalt jungles so typical of most congested areas.

M. Assist in balancing the environmental, social, and economic values of the Bay and adjacent areas when formulating plans for future development in Richmond. Use the area's resources to produce a kind of growth that will benefit residents of the community within a framework of conservation, public access to the Bay, and economic feasibility.

1964 GP

1.05 Timing of General Plan Policies.

Most policies in the General Plan are described in terms of their estimated timing: interim, future, and continuing Interim policies may be considered short-range policies which will terminate at definite times in the future. Future policies are applicable to development after termination of Interim policies. Continuing policies can be applied now and are characterized by being of a general and evolutionary nature.

1972 REV

1972 REV

1.06 Three Environments.

The Planning Area has been classified into three environmental types: urban, suburban and rural. These environments are defined as follows:

1964 GP

A. Urban: The character of this environment should be full of life with many activity centers that are fairly closely tied together. Space of all kinds should be enclosed.

B. Suburban: This environment should retain a predominant spacious quality and accommodate some of the activities associated with an urban area.

C. Rural: The character of the rural environment should be established by the natural configuration and development of the land and its vegetation. Cultural features developed by man should blend with the setting with little interruption of the continuity of nature.

Each form of environment has distinctive characteristics by which it can be identified. These identifying elements include such items as the density of development, the height and mass of buildings, the scale and type of landscape treatment, and the type of street or road improvements.

The attached map shows those portions of the Planning Area that are to develop, retain or regain an urban, suburban and rural character over the next two decades.

1964 GP

A clean and distinct break should be established between each type of environment.

1964 GP

The following table and chart summarizes the desired characteristics for each of the three environments.

Desirable Characteristics.

The elements that will strengthen each environment type in the Richmond Planning Area are outlined below.

<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
<u>Travelways</u>		
Concentration of paths leading to major traffic generators.	Several minor paths connecting to not more than one or two major paths. Few traffic generators.	Sparse.
<u>Edges</u>		
Between different land uses. Railroad lines. Waterfront.	Creeks. Skyline or Ridge. Waterfront. Subdivisions to open space or orchards.	Grassland to forests. Cultivated areas to grassland or forests. Ridge-lines. Waterfront.
<u>Nodes</u>		
Freeway Interchanges. Major Street Interchanges. Railroad crossing by major streets. Shopping centers. Parks, Civic Center.	Freeway Interchanges. Major Street Interchanges. Shopping Centers. Schools. Churches.	Road Intersections. Park and Recreation Centers.
<u>Districts</u>		
Residential Central Business District. General Business Areas. Employment Centers.	Residential	Park and Recreation Areas.

1964 GP

<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>	
<u>Landmarks</u>			
All urban types, and at a distance-Suburban and Rural types as well.	All types.	All types.	1964 GP
<u>Economic Activities</u>			
<u>Commercial</u>			
Several	Occasional	None	
<u>Industrial</u>			
Few	Sparse	None	
<u>Agricultural</u>			
None	None	Several	
<u>Water Storage</u>			
Tanks camouflaged from view.	Medium sized reservoirs and tanks blending into the landscape.	Large man-made lakes.	
<u>Structural Types</u>			
High rise, garden-court apartment buildings; row or townhouse buildings; hotels; commercial buildings; industrial buildings.	Predominantly single-family residential; some apartments; commercial and industrial.	Farm buildings, small park buildings.	
<u>Distribution of Structures</u>			
Concentrated close together with highest densities around activity centers and sub-centers.	Many in grouped clusters or along minor streets or roads.	Few and widely dispersed.	

1964 GP

Urban

Suburban

Rural

Street or
Road Facades

Varying from
a continual
line of build-
ings at same
height to build-
ings inter-
spersed by open
space.

Natural or
planted land-
scape inter-
spersed with
structures.

Natural land-
scape and
fences.

1964 GP

Street or Road
Setback for
Structures

Uniform or un-
dulating but
varying from
none to a moder-
ate depth.

Moderate depth
but not uniform.

Deep.

Open Space
Grading

Substantial
public open
space in parks.
Residential lot
open space ade-
quate for limited
outdoor living.

Each individual
lot with gener-
ous open space.
Separate dwell-
ings. Some mass
grading.

Large open
spaces. Some
agriculture.
Some keeping of
horses. Natural
topography re-
tained. No mass
grading.

Landscaping of
Streets or Roads

Street trees.
Tubbed trees.
Grass or crushed
rock parking
strips. Hedges
and shrubs.

Street trees.

Hedges or
natural trees
and shrubs.

1964 GP

Urban

Suburban

Rural

Utility Lines

Underground
wherever poss-
ible or along
rear property
lines.

Underground
wherever poss-
ible or along
rear property
lines.

Underground
wherever poss-
ible or along
rear property
lines.

1964 GP

Utility Struc-
tures

Unobtrusive
part of urban
pattern.

Camouflaged as
much as possible.

Few as possible
and blend with
the landscape.

Pedestrian Cir-
culation

Along streets
on paved side-
walks and through
long blocks on
paved pathways.

Along streets
on paved side-
walks and through
long blocks on
paved pathways.
Hiking paths.

Hiking paths.

Motor Vehicular
Circulation -
Major Routes

Bypass major
centers but
provide adequate
access: hide from
view by land-
scaping where-
ever possible.

Lined with
trees.

Minimize inter-
ference with
natural land-
scape.

Motor Vehicular
Circulation -
Local

Long and straight
existing streets
broken up by
traffic diverters
and barricades.

Winding and
intricate.

Narrow and follow-
ing natural lay
of the terrain.

1964 GP

SUMMARY OF ENVIRONMENTAL CHARACTERISTICS AND STANDARDS

<u>Environ- mental Types</u>	<u>Density</u>	<u>Structural Types</u>	
<u>RURAL</u>			
Low Density	1.5 D.U./Acre or less. Minimum lot size 20,000 sq. ft.	Low or high	1964 GP
Medium Density	3.5 D.U./Acre max- imum. Typical lot size for de- tached dwelling 20,000 sq. ft.	Either massed and surrounded by large open space or dispersed with generous intervening open space.	
<u>SUBURBAN</u>			
Low Density	2.5 to 3.5 D.U./ Acre. Typical lot size 9,000 to 20,000 sq. ft.	Predominantly single-family detached.	
Medium Density	3.5 to 5.0 D.U./ Acre. Minimum lot size 7,000 sq. ft.	Some garden apartments or multiples typi- cal of rural en- vironment.	
<u>URBAN</u>			
Low Density	5.0 to 8.0 D.U./ Acre. Min. lot size 5,000 sq. ft.	Mixture of dwelling types.	
Medium Density	8.0 to 12 D.U./ Acre. Min. lot size 3,000 sq. ft. row houses. 5,000 sq. ft. walkup dwelling	Mixture of dwelling types.	
Density	12 to 40 D.U./ Acre. 7,500 sq. ft. multiples.	Mixture of dwelling types.	1964 GP

<u>Environmental Types</u>	<u>Street Character</u>	<u>Utilities</u>	
<u>RURAL</u>			
Low Density	Paved but without curbs or sidewalks.	Overhead but not obtrusive because of quantity.	1964 GP
Medium Density	Type III streets.	Few street lights.	
<u>SUBURBAN</u>			
Low Density	Type III streets	Underground or not obtrusive.	
Medium Density	Mixture of Type III and urban streets.	Underground or not obtrusive.	
<u>URBAN</u>			
Low Density	All with vertical curbs and sidewalks.	Variable	
Medium Density	All with vertical curbs and sidewalks.	Variable	
High Density	All with vertical curbs and sidewalks.	Variable	1964 GP

Environ-
mental Types

Commercial
Facilities

RURAL

Low Density

Minimal grocery
stores and ser-
vice stations.
Or absent.

1964 GP

Medium
Density

Shopping Center
in central lo-
cation.

SUBURBAN

Low Density

Substantial
shopping cen-
ters.

Medium
Density

No strip
commercial.

URBAN

Low Density

Variable

Medium
Density

Variable

High
Density

Variable

1964 GP

2.00 LAND USE ELEMENT.

2.01 Legal Requirement.

The California Government Code, Section 65302, provides that

1982 PL

"...A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan..."

1982 PL

2.02 Residential Areas.

Guidance of growth is one of the major issues confronting local government within the Richmond Planning Area.

1964 GP

A. Goals.

The General Plan is concerned with three goals of residential development:

- (1) Delineating areas appropriate for residential use.
- (2) Designating an appropriate pattern for population distribution and establish limits for the population holding capacity.
- (3) Creating residential areas with distinctive identity.

B. Residential Area Plan.

(1) Density and Dwelling Types

Densities will vary according to the particular type of dwellings developed. Also the density for any given number of dwelling units will vary in inverse proportion to their lot size. Townhouses and apartments, of course, generally have less land per dwelling unit than single-family detached dwellings.

(2) Density Policy

Density ranges serve a two-fold purpose for each residential area. They are one of the chief characteristics that help create an urban, suburban or rural environment and they also help achieve distinctive identity for residential areas. In addition, the designation of specific density patterns aid local governmental agencies in foreseeing sufficient community facilities and utility services for residential areas.

1964 GP

One objective of this Plan is to establish distinct areas having definite upper and lower limits of density. A variety of dwelling types are to be accommodated within each density range, yet the designated limits should not be exceeded.

1964 GP

(3) Density Standards

Each density range is shown below in terms of typical dwelling types. Dwelling types not shown in the table may be permitted if they have the necessary land area per dwelling unit.

RESIDENTIAL DENSITY, LOT AREA PER DWELLING UNIT AND TYPICAL DWELLING TYPES, BY ENVIRONMENTAL CATEGORY RICHMOND PLANNING AREA

Environ- mental Category	Dwelling Units per Net Acre	Lot Area Per Dwelling Unit (Sq. Ft.)	Typical Dwelling Types
URBAN			
High	20 or more*	2,180 or less	High Rise Apts., some townhouses and Single-Family Detached
Med.	13	3,360	Single-Family Detached, some Townhouses and Garden Apts.
Low	7	6,230	Single-Family Detached, some Garden Apts.
SUBURBAN			
Med.	5	8,720	Single-Family Detached, some Garden Apts.
Low	4	10,890	Single-Family Detached

* Provided additional open space is provided.

Note: Each figure represents the lowest level of a range and also the upper level of the range beneath it.
For example, Urban Medium ranges from 13.0 to 19.9 DU/nra.

1964 GP

RESIDENTIAL DENSITY, LOT AREA PER DWELLING UNIT
AND TYPICAL DWELLING TYPES, BY ENVIRONMENTAL CATEGORY
RICHMOND PLANNING AREA

Environ- mental Category	Dwelling Units per Net Acre	Lot Area Per Dwelling Unit (Sq. Ft.)	Typical Dwelling Types
RURAL			
Med.	2	21,780	Single-Family Detached
Low	1 or less	43,560	Junior Estates and Farm Houses

1964 GP

* Provided additional open space is provided.
Note: Each figure represents the lowest level of a range
and also the upper level of the range beneath it.
For example, Urban Medium ranges from 13.0 to 19.9
DU/nra

(4) The Neighborhood

The ideal neighborhood is undisturbed by the hazards of traffic or other disturbing influences and is centered on the facilities needed by its residents for group activities. Consequently a neighborhood should be bounded rather than bisected by thoroughfares. Since the rearing of children is usually the primary activity most families share in common with their neighbors, the school and recreation center form the focal point for neighborhood activities.

The school building and its adjoining park and playground should be designed and maintained as the principal point of local interest. The school usually is the major landmark and it can aid in establishing a distinctive identity for a neighborhood. The sense of a neighborhood identity can be further strengthened by the care taken in developing and maintaining individual building types and the treatment of the landscape.

(5) The Community

Community identity is also established by distinctive visual boundaries. In contrast to a Neighborhood, a Community's primary identifying feature is its boundary. The Community landmarks and activity centers are more varied in form and type than in a Neighborhood.

Community boundaries may be formed by open space, the edge between residential and non-residential uses or by topographic features. Boundaries may also be established along strong linear elements such as freeways, major thoroughfares or rail

1964 GP

lines. A Community is not limited to the jurisdiction of a municipality, although Community boundaries sometimes do coincide with political boundaries.

1964 GP

A Community will include several neighborhood units and a wide range of community facilities. Most of the Communities delineated have or share with other Communities a major shopping center and a district recreational center.

(6) Shoreline Communities

Shoreline communities merit special mention because of their particularly important role in the future growth and prosperity of the Planning Area; the Richmond shoreline should be utilized for a multiplicity of uses -- industrial, recreational and residential. This section of the Plan deals only with residential activity; the other uses for the shoreline are discussed elsewhere.

The objectives for creating shoreline communities are:

- a. To establish a variety of new high quality residential areas closely linked to the Central Business District.
- b. To provide the citizens of the Richmond Planning Area with an opportunity for high standard waterfront living.
- c. To preserve and expand public and private recreational use of the shoreline.
- d. To capitalize on the extensive shoreline resource by making it a source of pride for residents in the Richmond area and an attraction for tourists by virtue of its function, distinctiveness and beauty.
- e. To put vacant waterfront lands to economic and profitable use.

Shoreline communities offer differing aspects to San Francisco Bay. They are:

- (i) Point Richmond
- (ii) Inner Harbor

1964 GP

C. Residential Development Policies

- (1) Urge inclusion of a broad variety of dwelling types within all new and existing residential communities. This may result in development of the following: (Continuing Policy)

1973 CL

1973 CL

- a. Single-family detached units, townhouses, and garden court apartments; terraced apartments that follow steep hillside contours; and tower apartments, as appropriate for the setting of each residential area.
- b. Accommodations suitable for a broad cross-section of family sizes, ages, and income levels with intent to upgrade Richmond's housing supply.
- c. Berthing facilities for houseboats and live-aboard boats along selected portions of the waterfront.

(2) Encourage residential expansion at each of the four residential areas within the Coastline Area as follows:

- a. Parchester: Develop clusters of townhouses and garden court apartments after the end of the present housing's economic life is reached. This higher-density development is proposed in order to create more open space, improve living accommodations, and provide support for neighborhood retail service facilities. (Future Policy)
- b. North Richmond: Develop the area between Wildcat and San Pablo Creeks after or in conjunction with development of flood control facilities. (Future Policy)
- c. Point Richmond: Develop the vacant buildable sites remaining in this area. (Continuing Policy)
- d. Brickyard Cove: Develop additional housing in accordance with the approved Tentative Subdivision Maps filed. (Continuing Policy)

(3) Encourage establishment of new residential areas on and adjacent to the waterfront at the following locations:

- a. On the slopes below the ridge which extends toward Ferry Point (Point Richmond) and Potrero Point (above Shipyard 3). This includes land owned by the Richmond Brickworks, Santa Fe, and ARCO. Not included is the gasholder site owned by P.G.&E. (Continuing Policy)
- b. The gasholder site owned by P.G.&E. whenever its present use is terminated. (Future Policy)
- c. At the head of the Santa Fe Channel as a secondary use in conjunction with development of a proposed commercial-recreational facility. (Future Policy)
- d. In the Inner Harbor Basin in conjunction with commercial facilities. (Future Policy)

- e. East of the Inner Harbor Basin following or in conjunction with the development of the proposed marina. (Continuing Policy) 1973 CL
- (4) Renew existing housing in North Richmond through the Neighborhood Development Program or other means. 1973 CL
- (5) The shoreline communities at Point Richmond and the Inner Harbor, in addition to meeting the overall policies stated above, should be developed in accordance with the following specific policies: 1964 GP
 - a. Develop sufficient dwellings at each location to house a population large enough to support an elementary school and a shopping center.
 - b. Provide direct access to the water for each single-family lot and group of apartments.
 - c. Provide public beach and boating facilities for the general public in order that it may benefit from these newly created waterfront environments.
 - d. The approaches to each shoreline community should provide convenient access to downtown Richmond; should be attractively landscaped; and should be devoid of unsightly industrial, commercial or other activities that may presently front along each route.

2.03 Commercial Areas

A. Major Plan Features.

The Richmond General Plan provides that the commercial activities of the Planning Area shall be of a scale and intensity required to serve the business and shopping needs of the population and shall be consistent with the policies and concepts of the entire general plan. Major components of the plan are summarized as follows:

- (1) A strong urban core extending from the Eastshore Freeway to the Northwest Freeway. This is to be the high-rise, high-intensity activity center of the Planning Area. It includes:
 - a. The Central Business District.
 - b. The Uptown Business Area.
 - c. Ward's Center.
- (2) Major or regional shopping centers at Hilltop, El Cerrito Plaza and El Portal, San Pablo. Specialty commercial uses will also be provided at the Inner Harbor, Brickyard Cove, Point Molate, Castro Point and Point Isabel development. 1964 GP

- (3) General commercial areas to provide areas for highway-related business and service facilities not generally located in the Central Business District or shopping centers.
- (4) Community shopping centers in appropriate locations, scaled to serve clusters of several neighborhoods.
- (5) Neighborhood shopping centers, serving two of four neighborhoods and providing day-to-day convenience shopping requirements.

B. Standards.

The standards contained in this section are general guides for the location, area requirements and design characteristics of commercial areas. Since every site is different, the actual determination of size and other characteristics is a matter of precise planning.

The General Plan is concerned primarily with achieving adequate distribution of use areas and establishing the proper relationships between them.

(1) Central Business District

Size: Variable.

Characteristics: High-rise, high-intensity
Urban character.

Access: Freeways and major thoroughfares,
mass rapid transit, local transit,
heliports.

Off-street Parking: Usually in structures,
parking garages.

Principal Tenant: Numerous: Major department stores, office buildings, financial institutions, theaters.

Area Served: Entire Planning Area.

(2) Regional or Major Shopping Center

Size: 20-40 Acres.

Characteristics: Typical Shopping Center,
extensive parking, malls,
plazas, landscaped site.

Access: Freeways and major thoroughfares, local transit lines (may be on rapid transit route).

1964 GP

Off-street parking: Extensive, open lot parking.

Principal Tenant: Major full-line department store(s).

Area Served: Several communities -- extensive market area extending beyond Planning Area.

(3) Community Shopping Center

Size: 5-15 Acres.

Characteristics: Typical shopping center, low-rise buildings, malls, landscaped site.

Access: Major thoroughfares, local transit lines.

Off-street Parking: Extensive, open lot.

Principal Tenant: Junior department store, variety store, food supermarket.

Area Served: Several Neighborhoods.

(4) General Commercial Area

Size: Varies. Individual uses on single parcels.

Characteristics: Diversity of uses, individually designed and developed buildings.

Access: Major thoroughfares.

Off-street Parking: Provided by each use on individual parcel.

Principal Tenant: Varies each parcel. Typical occupants: automobile sales and repairs, plant nurseries, plumbing and hardware stores.

1964 GP

(5) Neighborhood Shopping Centers

Size: 3-5 Acres.

1964 GP

Characteristics: Small shopping center, designed to fit specific site and to harmonize with neighborhood environment.

Access: Major and secondary thoroughfares.

Off-street Parking: Normal ratio 3:1 parking to floor space of sales.

Principal Tenant: Food Market.

(6) Water Related Commerce and Commercial Recreation

See separate section.

C. Commercial Development Concept and Details of the Plan.

(1) Concept

The Commercial areas of the Richmond General Plan are consistent with the concepts which characterize the whole plan. The plan envisions the recognition and enhancement of three environmental zones, each with distinctive features which should be maintained.

The urban zone is seen as the "city" environment. Therefore, the principal commercial areas proposed are the Central Business District and Hilltop Regional Shopping Center. The CBD is a busy, concentrated urban center. It is the center of business, financial, office, entertainment and shopping activity. The Hilltop Regional Shopping Center provides for more specialized but still varied activities of the same types.

1964 GP
NEW
1964 GP

NEW
1964 GP

Water-oriented special commercial uses, at the Inner Harbor and the Marinas, have a regional drawing power but a more limited range of commercial activities is accommodated.

Other centers within the urban zone, while not involved with the full range of activities which occur in the CBD, are busy, active shopping and service centers. General commercial and service activity (automobile and trailer sales lots, etc.) are also located in the urban environment.

The suburban environment is characteristically served by the typical shopping center. Buildings are low-rise, probably not more than two stories; sites are large with extensive parking areas and landscaping.

1964 GP

Commercial activity in the rural environment is typically limited to small shopping centers or clusters of shops serving, principally, the convenience shopping needs.

1964 GP

The commercial facilities in the General Plan, considered in the context of the whole community within the Planning Area, provide a system of functionally related shopping-business cores consisting of a Central Business District concentrating the high-intensity urban center activities, supplemented by regional and community centers largely geared to home shopping activities.

This concept is in keeping with the concept of the whole plan; that is, transition from high-intensity urban concentration to less intensive suburban and rural areas.

(2) Details of the Plan

a. Central Business District: The Central Business District of Richmond is the principal business, office, service and entertainment center of the Planning Area. It is located where major transportation routes and facilities make access convenient and fast.

1964 GP

b. Major or Regional Shopping Centers: The Hilltop Regional Shopping Center, located between Freeway Interstate 80 and San Pablo Avenue north of Hilltop Drive, is an as yet only partially developed commercial complex of regional scale. The complex features an enclosed-mall type shopping environment, and is supplemented by offices, discount stores, banks and other commercial enterprises. Ultimately this complex will be bordered by high density residential development geared to the intensity of activities in that locality.

NEW

NEW

Additional specialty commercial activities are planned in several locations along the waterfront, in conjunction with marinas and in the Santa Fe Channel and Inner Harbor areas (see also discussion of Water-Related Commerce and Commercial Recreation below).

1964 GP

The existing El Cerrito Plaza and the El Portal Shopping Center in San Pablo are the two major shopping centers outside of the central shopping areas previously described. These two centers will continue to serve as the principal convenience goods outlets in their respective areas and will compete with central Richmond and the Hilltop Center in "comparison goods" such as furniture and appliances, apparel and general merchandise.

1964 GP

NEW

1964 GP

- c. Uptown Business Area: East of the Southern Pacific Railroad, to the Eastshore Freeway and between Ohio Avenue and Barrett Avenue, is the "Uptown Business Area". This area is linked with the "Downtown" and aids in making a high density, highly concentrated urban corridor between the Eastshore Freeway and the Northwest Freeway. In this area are located the City of Richmond's Civic Center and the Contra Costa County Richmond offices. In addition, there exist many professional offices, real estate offices and related service uses. High-density residential development accompanies high-intensity business and service uses in this central area.
- d. Water Related Commerce and Commercial Recreation: Specialized commercial and commercial-recreation facilities will be provided in several locations along the waterfront. They are designed to capitalize on the shoreline location, and to serve other water-oriented uses located there. Typical uses include boat sales, rentals and repair, sailing schools, sailmakers, chandleries, restaurants and fishmarkets, and boating club facilities.
- The plan designates these uses in the following locations: Richmond Rod and Gun Club, Point San Pablo Marina, Point Molate, Red Rock Marina, Brickyard Cove, head of the Santa Fe Channel, Inner Harbor, and Point Isabel.
- e. Community Shopping Centers: The community shopping centers serving several neighborhoods provide a full range of convenience goods: foods, drugs, variety store merchandise. However, they do not provide the full range of merchandise and services found in the major shopping centers or in the Central Business District. Community shopping centers are located in the following locations:
- San Pablo Dam Road, El Sobrante, Eastshore Freeway at Appian Way
- f. General Commercial Areas: A number of commercial uses do not fit into conventional shopping centers and do not belong in the Central Business District. Other uses are predominantly automobile-oriented and should be located on major thoroughfares. Several commercial areas are recommended to accommodate such uses in the Planning Area. In some cases, long-time strip commercial areas can be adapted to general commercial uses.

General Commercial areas are located as follows:

1964 GP

Thirteenth Street, Twenty-third Street,
San Pablo Avenue

Along San Pablo Avenue between Central Avenue and Barrett Avenue the commercial development is to be concentrated in clusters at throughfare locations and the intervening areas must be devoted to residential uses and highway-related residential development.

- g. Neighborhood Shopping Centers: Neighborhood shopping centers are scaled to serve two to four neighborhoods with convenience goods such as foods and drugs and day-to-day services such as laundries, barber shops and beauty shops. Existing neighborhood centers are located in the following areas:

Montalvin Manor, Point Richmond, Hoffman
Freeway at Cutting Boulevard, Thirty-
seventh Street at Cutting Boulevard,
Hilltop-Fairmede, Valley View (White Cliff)

There are clusters of business uses serving neighborhood shopping requirements in other parts of the Planning Area which are not shown or described in this report. In these areas specific study and recommendations must be made in the context of a precise neighborhood plan. In this manner such areas can be evaluated specifically and precise steps can be prescribed to organize them to serve as true neighborhood shopping areas.

1964 GP

D. Water-Related Commerce and Commercial Recreation Policies

The following policies will guide development of water-related commerce and commercial recreation:

- (1) Reserve waterfront sites for those commercial and commercial recreation uses that clearly benefit from location on the coastline and proximity to public recreation facilities and public access areas. (Continuing Policy)
- (2) Actively seek improvement of those existing commercial developments located not on the actual waterfront, but inside the Coastline Area. (Continuing Policy)
- (3) Give high priority to the planning and development of commercial recreation and water-oriented commercial facilities since they are important in creating jobs, increasing the tax base, providing the image of Richmond so that the City will attract new high quality development. (Continuing Policy)

1973 CL

1973 CL

(4) Designate for development and financing a marina and commercial complex at the head of Santa Fe Channel. (Continuing Policy)

1973 CL

a. Such a complex will provide needed visual access to the waterfront, and a unique view of marine terminal activity and container handling.

b. It will be accessible via the improved Hoffman Freeway and will promote integration of recreation, commercial and port uses in one well-travelled and visible part of the City.

c. The commercial recreation facilities in this complex such as restaurants, will complement the large public assembly facilities in Richmond's Civic Center.

(5) Place early emphasis on the development of marina facilities and additional water-oriented commercial facilities at the Inner Harbor Basin in Project Area 11-A. (Continuing Policy)

a. The site offers excellent natural conditions and locations for harboring small craft.

b. Plans for developing commerce and commercial recreation in the Port Renewal Project Area, which includes the Basin, should be integrated into all phases of Planning for port redevelopment.

c. The commercial recreation facilities in this area will be a part of the "working waterfront".

(6) Encourage cooperation of public and private interests in the development of Brickyard Cove. (Continuing Policy)

a. Water-related commercial and commercial recreation facilities should form the core of this complex; they could include a boat repair facility, public marina, waterfront cafe, and some form of public access to the water's edge.

b. A "village" character, which will enhance adjacent residential development, should be retained in this commercial recreation complex.

(7) Promote commerce and commercial recreation at Winehaven when the site is available, but after public recreation and scenic roads along the shoreline north of the toll plaza are developed. (Future Policy)

1973 CL

- (8) Encourage expansion and modernization of Red Rock Marina at Castro Point. Emphasize the historic character of the site as a former ferry terminal. Urge that interim ship dismantling activities there be kept to a minimum and be discontinued as soon as possible. (Continuing Policy) 1973 CL
- (9) Encourage expansion and improvement of existing marina facilities throughout the Coastline Area. (Continuing Policy)
- (10) Promote development of commercial recreation enterprises in coordination with public recreation facilities proposed as a part of the water resources development project on Wildcat and San Pablo Creeks in North Richmond. (Continuing Policy)
- (11) Designate a site for a marina at the Point Molate Naval Fuel Depot when its present use is phased out and land becomes available. (Future Policy) 1973 CL

2.04 Industrial Areas

Land for future industrial use in the Richmond Planning Area is divided into three categories relating to its utilization, appearance and effect upon adjacent areas. These areas (General Industry, Special Industry and Extensive Industry) are located in close proximity to thoroughfares, rail and/or port facilities. The concepts for each category are described below. 1964 GP

A. General Industry.

This category accommodates a wide variety of industrial activities. Port facilities, oil refining, contractors' storage yards, warehouses and small machine shops are examples of the diverse industrial areas.

General industry will be permitted in large areas somewhat removed from major arterials. Performance standards which will safeguard adjacent industrial parks, residential areas, or other land uses in the community will govern developments of general industry.

Sufficient visual open space and/or landscaped screening between industrial operations and adjacent residential or recreational activities are required. This form of buffering is important in creating an attractive and harmonious community setting.

The following policies and factors are established to guide General Industry development:

- (1) Provide convenient access for the shipment of goods and the daily trips of employees for all industrial firms.
- (2) Design all buildings to have an attractive well-maintained appearance. 1964 GP

- (3) Provide adequate off-street parking and loading facilities on each site.
- (4) Average employee density so it will generally not exceed 10 persons per net site acre.
- (5) Limit all forms of activity that may be objectionable such as noise, odors, fumes, vibration or glare so they will not be noticeable beyond the limits of the industrial district.
- (6) Set back all structures at least 100 feet where general industrial areas are adjoining or across a street from a residential area, or 25 feet where they front along a major thoroughfare.

B. Special Industry.

Industrial activities in this category are established in areas where development is carefully controlled to ensure compatibility between the industrial operations and the other activities and character of the district, community and environment in which they are located. The appearance of each site, building or industrial operation, and each industrial district as a whole, should establish a reasonably pleasing and harmonious setting. Galvin, Hensley and Golden Gate Industrial Parks are typical of this concept.

Acreage for Special Industries development will be increased substantially. This development will be located along the major thoroughfares and freeways which traverse the industrial sections of the community. Industries with obnoxious characteristics would be excluded from these areas.

The following policies and factors are established to guide the development of special industrial areas:

- (1) Develop Special Industrial areas in locations where industrial plants can be seen by the traveling public and have convenient access to thoroughfares, railroad lines or shipping facilities. At key locations Industrial Parks should be developed and maintained to even higher standards.
- (2) Provide and maintain adequate landscaped open space between structures.

This open space should be achieved by establishing adequate front and side yard areas as well as providing sufficient space between structures. At least 25 percent of the required yard area fronting on a street should be landscaped.

- (3) Set back all new buildings and structures from freeways and major thoroughfares a sufficient distance to provide a spacious setting.

- (4) Establish a visual unity of all buildings and structures.

1964 GP

Ways in which this can be achieved include: a. Arrange rectangular-shaped structures either parallel or at right angles to each other; b. Provide a unified architectural treatment to establish building facades; c. Arrange structures of a similar size in groups; and d. Give careful consideration to the placement of vertical elements such as towers and water tanks to establish a dominant vertical accent.

- (5) Provide adequate off-street parking and loading facilities on each site with appropriate landscaping to help create an attractive appearance.
- (6) Average employee density so it will generally not exceed 10 persons per net site acre. (7) Limit all forms of activity that may be objectionable such as noise, odors, fumes, vibration or glare so they will not be noticeable at the property line and preferably should be confined within each building.

C. Extensive Industry

This industrial category applies to the industrial use of large areas of land with a minimum coverage of the ground area by buildings, structures or machinery. Existing oil tank farm areas are designated as extensive industrial development. The following policies are established to guide development of extensive industrial areas:

- (1) Limit areas designated for extensive industrial use to sites that are presently devoted to oil storage tanks, and adjacent vacant lands which, by virtue of their ownership or control, are closely related to these specific existing developments.
- (2) Maintain an area of open space which clearly dominates the landscape and any buildings or structures which are erected thereon.

A ratio of at least 10:1 of open space to building coverage shall be maintained.

- (3) Set back all new structures and buildings from freeways and major thoroughfares at least 200 feet, unless existing topography provides sufficient screening to preclude the need for such setback.
- (4) Blend all structures and buildings with the landscape.

Buildings or structures should be maintained in light unobtrusive color schemes without advertising messages. However, oil storage tanks may be painted in strong vivid colors because of their bold and striking form.

1964 GP

(5) Tank farms should maintain a pleasant topographic form, devoid of scars in the earth's surface; ground shall be covered with sufficient topsoil to support the growth of native ground covering plant material.

1964 GP

(6) Typical employee density for any economic activity in these areas generally will not to exceed 1.3 persons per net acre of site area.

(7) Other industrial, commercial, agricultural or recreational uses with characteristics enumerated above may be permitted.

D. Appearance of Industrial Areas.

Industrial development has a great potential for significant aesthetic expression. The many prosperous industries that have been in Richmond since before World War II, and most of the post-war industries that have constructed new plants have shown concern in providing and maintaining an attractive appearance. This trend has been aided considerably by improvements in city codes, ordinances and requirements that apply to redevelopment projects.

New entrances to the community have been and will be created by Rapid Transit and construction of the Northwest Freeway. The industrial developments along these routes must be appraised critically and steps should be taken to improve their overall appearance.

1964 GP

E. Port, Marine Terminals and Water-Related Industry Policies.

The following policies will guide development in areas designated for Port, Marine Terminals and Water-Related Industry:

1973 CL

(1) Continue to explore ways of expanding, modernizing and renovating the port and marine terminal facilities in Richmond. (Continuing Policy)

(2) Actively encourage shipping firms to utilize local marine terminals as a starting point or destination for overland shipment of goods. (Continuing Policy)

1973 CL

(3) Promote the development of a variety of land uses as specified below in the portion of the Inner Harbor Basin area included in Redevelopment Project 11-A:

1977 SAP

a. A marina complex with a potential for berthing up to 2,000 small boats and supporting facilities and commercial uses serving boat owners and the general public.

1977 SAP

- b. Urban high density residential development (20.0 or more units/acre).
- c. Commercial areas accommodating such activities as retail sales, professional offices, restaurants, and similar services.
- d. Public parks and open space.
- e. An area for the development of a container berth along the Ford Channel.

1977 SAP

- (4) Continue to accommodate the existing waterrelated industrial uses at Shipyard No. 3 as long as they remain economically attractive. (Continuing Policy)

Promote the development of port operations or other uses permitted in the BCDC "port priority use" designation in Shipyard No. 3 in the event that the existing uses are terminated. (Future Policy)

1977 SAP

- (5) Reserve certain segments of the shoreline having access to navigable water for marine terminals and closely associated uses. Regulate a part of the land adjacent to the Richmond Inner Harbor, Harbor Channel and Santa Fe Channel and parts of the following navigational points to ensure that they remain in use by water transportation industries, marinas and commercial water transportation. (Continuing Policy)

1973 CL

- Point Potrero
- Point Richmond Terminal No. 1
- Ferry Point (Santa Fe)
- Point Orient
- Point San Pablo

- (6) Urge that a channel be dredged through the Southampton Shoal to provide better access to the Richmond port area and to the Standard Oil Long Wharf, as well as to accommodate third generation ships. (Continuing Policy)

- (7) Discourage scattered development of industry. Accommodate non-water-related industries in areas enumerated below, which are already committed to industry but underutilized, such as: (Continuing Policy)

- Large portions of the southern shore south of Hoffman Boulevard, between South 27th Street and Point Isabel;
- Hensley Industrial Park;

1973 CL

- The area north of North Richmond which is shown as industrial in the North Richmond-San Pablo Bay Plan; 1973 CL

- To the west of the Santa Fe main line near Point Pinole;

- Point Isabel. 1973 CL

(8) Develop only that portion of the waterfront for cargo handling use which will require minimal dredging and filling. (Continuing Policy) 1977 SAP

(9) Continue to accommodate industrial uses for the balance of the Inner Harbor Basin area not included in Redevelopment. (Continuing Policy)

(10) Continue to accommodate special industrial, educational, and some commercial and recreational uses, but prohibit any residential development in the Point Isabel area. Prevent any use from adversely affecting reasonable public access to the shoreline. (Continuing Policy) 1977 SAP

3.00 PUBLIC FACILITIES ELEMENT.

3.01 Legal Requirement.

The California Government Code, Section 65303, provides that "The general plan may include the following elements or any parts thereof: 1982 PL

"...A public services and facilities element showing general plans for sewerage, refuse disposal, drainage, and local utilities, and rights-of-way, easements, and facilities for them" and "A public building element showing locations and arrangements of civic and community centers, public schools, libraries, police and fire stations, and other public buildings, including their architecture and the landscape treatment of their grounds..." 1982 PL

3.02 Public Facilities, Schools.

A. Policies.

Development policies for public schools include the following: 1964 GP

(1) All public schools should be located next to and should develop jointly with neighborhood or district park facilities.

(2) Each elementary school should be located near the center of its attendance area (school neighborhood). The attendance area should not be bisected by major thoroughfares or other hazardous or natural barriers. 1964 GP

- (3) Each junior and senior high school should be centrally located within the area it is to serve. Their attendance boundary lines should encompass elementary school attendance areas, keeping them intact. Insofar as it is feasible, a cross section of population should be maintained in each school.
- (4) Permanent school facilities should have a pupil capacity scaled to accommodate the long-range student load of their attendance districts.
- (5) The number of classrooms per grade should not exceed 4, 12, and 20 for elementary, junior high and senior high, respectively.
- (6) School sites should be of sufficient size to accommodate all school and recreational activities without interference with adjoining residential homes.

1964 GP

B. Site Standards

The following guides have been established as an aid in determining the need for school sites.

Standards for required school site area provide sufficient land for three essential components for every school grade level. These components include space for (1) school buildings (2) landscaping, circulation and parking, and (3) outdoor recreation activities for the school.

School site requirements for the first two of the three components are based on recent trends in school construction and site layout. These standards are outlined below by type of school and grade level:

<u>School Type & Grade Level</u>	<u>Acres per 1000 students (for school buildings, landscaping, parking & circulation)</u>
Elementary (K-6)	2.07
Junior High (7-9)	2.79
Senior High (10-12)	3.31

1964 GP

3.03 Public Facilities, Public Service Facility.

A. Policies.

- (1) Encourage sustained operation of the George Miller Jr. Memorial Center West School for the handicapped at the southwest corner of the site. It is designated as a Public Service Facility (Continuing Policy).

1972 REV

1972 REV

3.04 Public Facilities, Refuse Disposal.

A. Policies.

The following policies and standards will guide landfill operations in areas designated for this use:

1973 CL

- (1) Urge BCDC and the Army Corps of Engineers to make an early decision in respect to the existing and proposed sanitary landfill in the North Richmond-San Pablo Bay Area in order to help determine: (Interim Policy)
 - Whether or not there will be a reduction in the capacity of the site as well as in the time period during which it can be used for refuse disposal;
 - What impact continued use will have upon adjacent marshes.
- (2) Utilize the present sanitary landfill site until new methods and/or locations are established for the disposal of solid waste materials. (Interim Policy)
- (3) Cooperate and if possible participate with other Bay Area communities in seeking and establishing inland sanitary landfill sites, such as those being investigated in the Sacramento-San Joaquin Delta by SPUR, in order to curtail further diking off of Bay water and tidelands. (Interim Policy)
- (4) Encourage, support and participate in studies of practical alternative methods of solid and liquid waste disposal. Such studies include exploration of waste reduction by the following methods: (Continuing Policy)
 - a. Reduction at source: Require modification of some products and materials; eliminate others such as superfluous packaging.
 - b. Reuse without reprocessing: Recycling of suitable articles such as some glass, paper and metals.
 - c. Reuse with processing: Determine under what circumstances it is feasible to blend materials with unused materials and, after separation, make such raw materials available to industry.
 - d. Conversion: Determine how organic materials that remain after separation can be composted and turned into agricultural fertilizer.

1973 CL

e. Change of state: Determine practical methods whereby incineration of remaining combustible materials can be done to produce gas and energy. 1973 CL

f. Burial: Determine the location of suitable sites where remaining materials can be used for land contouring or for filling as deemed desirable. 1973 CL

B. Standards.

The following standards are established to ensure that sanitary landfills are properly filled in order to be most effectively utilized in the future. 1964 GP

(1) The sanitary land fill of refuse shall require a grading permit and shall be conducted within the context of the Richmond General Plan.

(2) A specific development plan shall be prepared which is in conformity with the Richmond General Plan and shall be followed in conducting the fill operation. This development plan shall show the location and phasing of all dikes and filling operations, a typical cross section of the landfill, and shall designate the ultimate use for these areas.

(3) The development plan shall take into consideration the underlying surface configuration and the depth of the non-compactable materials such as mud that lies oeneath the areas to be filled.

(4) In areas designated as appropriate locations for structures uniform compaction and minimum settlement should be achieved by appropriate means such as: a. preferential placement of debris, b. diking and drying out of the sub-base, c. utilizing relatively thin layers of refuse placed on top of one another, or d. shredding of some of the more bulky materials.

(5) Top soil of sufficient depth to support the growth of grasses, shrubs and trees should be placed as the final layer over the refuse and its cover material. 1964 GP

4.00 HOUSING ELEMENT.

4.01 Legal Requirement.

The Housing Element is mandated by the California Government Code Section 65302, which states that:

"...The plan shall include ... a housing element as provided in Article 10.6 (commencing with Section 65580)". Article 10.6 provides in Section 65583 that "The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory built housing and mobilehomes, and shall make adequate provision for the existing and projected needs of all economic segments of the community..."

1982 PL

1982 PL

Richmond is also obligated by the United States Department of Housing and Urban Development to prepare a Three-Year Plan for housing and community development and an annual Housing and Community Development Program which includes a Housing Assistance Plan (HAP) and a Housing Opportunity Plan (HOP). These plans are incorporated into the Housing Element as much as is practicable.

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4.02 General Housing Goal and Sub-Goals.

The housing goal and four sub-goals stated below provide the general framework within which the City of Richmond will determine the role of the City, and the housing activities which will be undertaken by the City over the next five years.

The General Housing Goal of the City of Richmond is to:

PROVIDE THE OPPORTUNITY FOR A FAIR SHARE OF ALL SEGMENTS OF THE POPULATION LIVING IN THE LOCAL MARKET AREA TO OBTAIN A VARIETY OF ADEQUATE HOUSING CONVENIENT TO OTHER ACTIVITIES AND FACILITIES, IN NEIGHBORHOODS THAT ARE SATISFYING TO THEM.

The Housing Sub-Goals of the City of Richmond are:

- I. ENSURE THAT A FAIR SHARE OF MARKET AREA RESIDENTS ARE ABLE TO OBTAIN A VARIETY OF STANDARD DWELLING UNITS OF A SIZE SUITABLE FOR THEIR NEEDS AND AT A PRICE THEY CAN AFFORD.
- II. MAINTAIN AND DEVELOP ATTRACTIVE, SAFE, RESIDENTIAL NEIGHBORHOODS WITH A VARIETY OF DWELLING TYPES AND COMMUNITY FACILITIES THAT WILL PRODUCE NEIGHBORHOODS WITH DISTINCT IDENTITIES CONVENIENT TO OTHER ACTIVITIES.

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III. ELIMINATE ALL FORMS OF ILLEGAL ARBITRARY DISCRIMINATION FROM THE HOUSING MARKET, AND TO PURSUE DEVELOPMENT OF NEIGHBORHOODS WHICH ARE BALANCED BY RACE, AGE, AND INCOME LEVEL.

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IV. PROVIDE OPPORTUNITIES FOR ALL SEGMENTS OF THE COMMUNITY TO OWN THEIR OWN HOME.

4.03 Housing Policies and Strategies.

A. Policies and Strategies for Sub-Goal I:

ENSURE THAT A FAIR SHARE OF MARKET AREA RESIDENTS ARE ABLE TO OBTAIN A VARIETY OF STANDARD DWELLING UNITS OF A SIZE SUITABLE FOR THEIR NEEDS AND AT A PRICE THEY CAN AFFORD.

The City will:

- (1) Continue to devise mechanisms to better leverage CDBG funds to promote housing rehabilitation and preserve existing housing.
- (2) Study the feasibility of obtaining lots for discount sale to developers for in-fill housing as a means to cut construction costs and to provide units at more affordable prices.
- (3) Encourage and provide support to developers to construct below market rate housing (available to Richmond residents earning not more than 110% of the median income of all Richmond residents) by granting a density bonus (or other benefits) in proportion to the percentage of below market rate housing units provided.
- (4) Encourage organization of a consortium of lending institutions to pool financing for deteriorating areas in order to reduce the risk of any one lending institution.
- (5) Continue the use of the Section 8 Existing Rent Subsidy Program to provide financial assistance to lower-income families and to reduce the concentration of lower-income families in any one neighborhood.
- (6) Support efforts to secure funding for the Section 8 Moderate Rehabilitation Program in order to provide a greater number of affordable units to lower-income households.
- (7) Continue to carry out the housing rehabilitation program in those areas where financial assistance is most needed.
- (8) Continue to support state and federal actions which provide an incentive to improve property and which will ensure maximum assistance to Richmond in meeting the housing needs of its residents.

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- (9) Encourage the State to continue tax exempt bond financing as a means to provide housing to meet the needs of all economic segments of the population.
- (10) Pursue an ongoing program of technical assistance, pre-sale inspections, code enforcement, default and delinquency counseling, relocation services, pre-occupancy counseling and general housing information and referral services.
- (11) Pursue all possible methods for generating additional funds for housing redevelopment

B. Policies and Strategies for Sub-Goal II:

MAINTAIN AND DEVELOP ATTRACTIVE, SAFE RESIDENTIAL NEIGHBORHOODS WITH A VARIETY OF DWELLING TYPES AND COMMUNITY FACILITIES THAT WILL PRODUCE NEIGHBORHOODS WITH DISTINCT IDENTITIES AND WHICH ARE CONVENIENT TO OTHER ACTIVITIES.

The City will:

- (1) Continue as appropriate, to prepare neighborhood revitalization programs for focused efforts which would involve all segments of the community and would include housing, public improvements, recreation facilities, and an improved City services program.
- (2) Continue the search for additional funds to carry out neighborhood revitalization programs.
- (3) Investigate the possibility of rezoning areas of incompatible land use.
- (4) Encourage recipients of rehabilitation loans to direct some funds toward exterior improvements.
- (5) Encourage the provision of screening and landscaping in areas which contain incompatible land uses.
- (6) Investigate the possibility of using surplus schools for recreation or other neighborhood support activities.
- (7) Continue efforts to train and place residents in jobs in Richmond.
- (8) Continue to support economic development efforts on a citywide basis and focused neighborhood type programs.
- (9) Continue to experiment with public-community programs to develop a mutually supportive crime reduction program.

- (10) Continue to support the formation of community groups for any joint effort to combat crime, clean-up neighborhoods as well as plan and develop viable neighborhoods.
- (11) Encourage the identification and publication of historical and important attractions in each neighborhood.
- (12) Investigate the possibility of getting the Board of Real Estate and housing developers to participate more actively in housing planning.
- (13) Encourage construction of new housing in areas where public services and facilities are generally adequate to support the added population.
- (14) Develop assisted housing for the elderly and handicapped, taking into consideration the need to locate units in close proximity to public transportation, shopping areas, medical and recreation facilities.

C. Policies and Strategies for Sub-Goal III:

ELIMINATE ALL FORMS OF ILLEGAL ARBITRARY DISCRIMINATION FROM THE HOUSING MARKET, AND PURSUE DEVELOPMENT OF NEIGHBORHOODS WHICH ARE BALANCED BY RACE, AGE AND INCOME.

The City will:

- (1) Work toward achieving better coordination between the variety of housing counseling and fair housing services currently available to lower-income Richmond residents.
- (2) Pursue additional state and federal funds with a view toward acquiring units in non-impacted areas of the City which do not have an overconcentration of lower-income families for the purpose of providing greater opportunities to assisted families.
- (3) Publicly endorse by City Council resolution the principle of fair housing and adherence to the Federal Fair Housing Law.
- (4) Take a positive position to further fair housing practices by sending letters to realtors, bankers and developers to encourage them to fully adhere to the Federal Fair Housing Law.
- (5) Encourage the participation of local associations of real estate brokers, home builders and mortgage lenders in programs to promote Affirmative Marketing, Open Housing and review of mortgage credit and underwriting criteria that may have adverse impact on minorities and women.

- (6) Encourage and support efforts to stimulate community spirit and pride in individual neighborhoods thereby increasing the interest and participation of residents' role in the planning and development of their neighborhoods.
- (7) Encourage mutual self-help activities which further housing and community maintenance and which increase the ability of residents to manage their housing economically.
- (8) Investigate the concept of allocating density bonuses to those developers who reduce housing prices of some units in new subdivisions.
- (9) Work toward establishing a streamlined, speededup and simplified procedure for the subdivision of land and the construction of site improvements and housing.
- (10) Continue to make available technical and financial assistance to promote and facilitate housing rehabilitation and conservation as a means to sustain the supply of affordable housing.

D. Policies and Strategies for Sub-Goal IV:

PROVIDE OPPORTUNITIES FOR ALL SEGMENTS OF THE COMMUNITY TO OWN THEIR OWN HOME.

The City will:

- (1) Continue to encourage and use all available local, state and federal programs to provide lower financing costs to assist moderate and middle-income households purchase housing.
- (2) Attempt to expand the number of vacant units being rehabilitated in order to make housing costs more affordable to lower-income households and as a means to replenish the housing stock.
- (3) Continue to assist existing lower-income homeowners who need financial assistance in rehabilitating their homes in Revitalization Neighborhoods.
- (4) Continue to support efforts which waive nonessential code violations thereby reducing the cost of rehabilitation and spreading funds to cover more units.
- (5) Promote the idea of a housing maintenance and rehabilitation self-help program to cut down on renovation costs and to stimulate residents' interest within their own neighborhoods.
- (6) Consider the possibility of rezoning certain areas of the City to higher densities to allow more units per acre but at the same time provide for adequate recreation space for potential families.

- (7) Investigate and encourage the use of PUD's, clustering and innovative development, so that the land cost per housing unit will be reduced.
- (8) The City will promote the use of new materials and construction methods which reduce the cost of housing construction.
- (9) Work toward a streamlined, speeded-up and simplified procedure for obtaining approval of the subdivision of land and the construction of improvements and housing.
- (10) Continue to make available technical and financial assistance to promote and facilitate housing rehabilitation and conservation as a means to sustain the supply of affordable housing.
- (11) Support and expand opportunities for homeownership through investigating the feasibility of cooperatives, mobile home parks, manufactured housing and other forms of affordable homeownership.
- (12) Support activities which increase the ability of residents, particularly the elderly and handicapped, to remain in existing homes or neighborhoods, or ensure that suitable replacement housing at affordable prices is made available.
- (13) Encourage and provide support to developers constructing housing in new subdivisions to vary prices as well as provide innovative financing techniques to potential owners as a means to make housing costs more affordable.
- (14) Study feasibility of developing standards for energy efficient housing units and encourage developers of new units to consider methods to reduce energy costs.

4.04 Five-Year Objectives and Programs.

SUB-GOAL I: ENSURE THAT A FAIR SHARE OF MARKET AREA RESIDENTS ARE ABLE TO OBTAIN A VARIETY OF STANDARD DWELLING UNITS OF A SIZE SUITABLE FOR THEIR NEEDS AND AT A PRICE THEY CAN AFFORD.

A. Objective 1.

Within the next five years, the City will attempt to provide financial assistance to 750 lower and moderate income homeowners to rehabilitate their homes.

Programs.

- (1) The City's Home Improvement Loan Program, funded with Community Development Block Grant funds and administered by the

Housing Department, will provide low interest loans to lower-income owner-occupants of Neighborhood Revitalization Areas. The program also makes loans available to elderly and handicapped owner-occupants on a citywide basis.

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- (2) A potential source of funds being investigated for use by the City is the State Marks-Foran Bond Issue Program. The Program would allow the City to sell tax-exempt revenue bonds and therefore provide financing for Purchase/Rehabilitation, Refinancing/Rehabilitation only, and new infill construction. In addition it is anticipated that the program will have no income limits or limitations on the value of property eligible for rehabilitation.

Richmond is planning the sale of a \$15 million bond issue to generate funds for housing rehabilitation and new housing construction by using the Marks-Foran Program.

- (3) The Neighborhood Housing Services (NHS) Program under the auspices of the Neighborhood Reinvestment Corporation is another program which the City has decided to use for housing rehabilitation. The Neighborhood Reinvestment Corporation, in cooperation with the City, residents, and private interest groups will establish an NHS Program in Richmond. The program supplements and expands the existing Home Improvement Loan Program.
- (4) The Support Services Program, administered by the Housing Department provides housing inspections to determine rehabilitation work required, assistance in defining rehabilitation work, assistance in selecting contractors, and inspections to assure the proper completion of work.
- (5) The Code Enforcement/Relocation Program provides relocation assistance and payments to owner-occupants and tenants displaced by code enforcement. The Program operates in the Revitalization Neighborhoods. Temporary relocation is also provided to owner-occupants who are required to move in connection with the rehabilitation work on their properties.

B. Objective 2.

Within the next five years, the City will attempt to provide financial assistance for rehabilitation of 300 rental units, most of which will be for lower-income and/or disadvantaged persons.

Programs.

- (1) The Section 8 Moderate Rehabilitation Program, administered by the Richmond Housing Authority, will be used to assist in rehabilitating rental units for lower and moderate-income families.

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- (2) The Rehabilitation of Rental Properties Program, when operational, will use Marks Foran Bond Issue Funds and California Housing Finance Agency funds. This Program will be administered by the Housing Department.
- (3) The Rehabilitation of Rental Units for the Mentally Handicapped Program is initiated and administered by Rubicon Programs Incorporated. Funds to carry out this Program will be provided by Federal, State and private sources.

C. Objective 3.

Within the next five years the City will attempt to construct 250 units of rental housing for low-income persons.

Programs.

- (1) Housing for Lower Income Elderly Residents Program will be constructed using HUD Development funds. The planning and development of the units will be conducted by the Richmond Housing Authority (RHA). Referendum Authority is already available.
- (2) The Iron Triangle Public Housing Project Program will be replaced using HUD Development funds. The planning and development of the units will be administered by the Richmond Housing Authority.
- (3) The Development and Management of New Units for the Mentally Handicapped Program, will be administered and managed by Rubicon Programs Incorporated. It is anticipated that funding for construction of the units will be provided by State, Federal and private sources.

D. Objective 4.

Within the next five years, the City will provide funds to assist in the construction of 30 units of infill housing.

Program.

- (1) The Infill Housing Construction Program, will be planned and administered by the Housing Department. It is anticipated that Marks Foran Bond Issue funds will be used to achieve construction of the infill housing.

E. Objective 5.

Within the next 5 years, 2,000 new housing units for upper-income families will be built within the city.

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Program.

- (1) At least 300 of the 2,000 units will be flat or town-house condominiums constructed in the Marina and financed using SB-99 Bond proceeds. The remaining 1,650 units will be privately financed.

F. Objective 6.

Within the next five years, the City will attempt to assist 250 lower-income rental families obtain decent, safe and affordable housing in various parts of the City.

Program.

- (1) The Section 8 Existing Housing Program, administered by the Richmond Housing Authority will be used to accomplish Objective 6. Funds for this program will be provided by HUD.

G. Objective 7.

Within the next five years, the City will attempt to inspect at least 1,600 housing units for code violations.

Program.

- (1) The Housing Inspection Services Program, administered by the Housing Department will be used to provide housing inspections. CDBG Funds will be used to fund activities of this Program.

H. Objective 8.

Within the next year, the City will attempt to have the Marks-Foran Bond Issue Program operational.

Program.

- (1) A Mortgage Demand Study for the Marks-Foran Bond Issue Program is currently being conducted for the City. After the study is completed, the City will design and implement the Program, if feasible.

I. Objective 9.

Within the next year the developmental phase of the Neighborhood Housing Services Program will be completed.

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Program.

- (1) The framework to make the NHS Program operational is currently being undertaken through the education and training of residents, City personnel and lending and business representatives as to their respective roles in implementing the Program. After the initial developmental phase, a non-profit corporation will be set up to administer program activities.

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SUB-GOAL II: MAINTAIN AND DEVELOP ATTRACTIVE, SAFE RESIDENTIAL NEIGHBORHOODS WITH A VARIETY OF DWELLING TYPES AND COMMUNITY FACILITIES THAT WILL PRODUCE NEIGHBORHOODS WITH DISTINCT IDENTITIES AND WHICH ARE CONVENIENT TO OTHER ACTIVITIES.

J. Objective 10.

As funds are available, the City will continue to upgrade street right-of-way facilities and beautify neighborhoods.

Programs.

- (1) The Neighborhood Improvement Program, funded with CDBG funds, and administered by the Housing and Public Works Departments, will provide for the physical upgrading of Revitalization Neighborhoods. Residents participate in the planning of public improvements through established Project Area Committees.
- (2) The City's Capital Improvement Program and Budget will be used to upgrade public improvements and beautify neighborhoods as funds are available.

K. Objective 11.

The City will continue to provide technical assistance to neighborhood councils and community groups on an ongoing basis to involve residents in the planning and development of viable neighborhoods.

Program.

- (1) The Citizen Participation Program, operated by the Citizen Participation Unit is primarily responsible for providing technical assistance and support services to citizens and citizen groups throughout the City. Funding for this Program is provided with CDBG funds. Assistance consists of organizing neighborhood councils, providing clerical and technical assistance to neighborhood councils and other community based organizations. The CP Unit also actively promotes involvement

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of residents in the planning and development of viable neighborhoods. In addition, the CP Unit serves as staff to the City's Community Development Commission and its sub-committees.

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L. Objective 12.

Policies related to the extension and development of public transportation systems in outlying areas of the City, particularly where new subdivisions and job opportunities are proposed will be coordinated with policies in the Land Use and Transportation/Circulation Elements of the General Plan.

Program.

- (1) Appropriate City Departments will continue to coordinate activities with appropriate agencies to expedite planned transportation systems and to plan for efficient transportation and circulation routes in new subdivisions.

M. Objective 13.

The City will seek to implement policies which do not directly pertain to housing through the use of various ongoing programs.

Program.

- (1) Activities to implement Ongoing Programs, administered by various City Departments will be continued to carry out City policy.

SUB-GOAL III: ELIMINATE ALL FORMS OF ILLEGAL ARBITRARY DISCRIMINATION FROM THE HOUSING MARKET, AND PURSUE DEVELOPMENT OF NEIGHBORHOODS WHICH ARE BALANCED BY RACE, AGE AND INCOME.

N. Objective 14.

On an ongoing basis, the City will continue its efforts to eliminate all forms of illegal arbitrary discrimination.

Programs.

- (1) The Housing Counseling Information and Referral Program, administered by the Housing Department will be used to refer all legitimate housing discrimination complaints to appropriate agencies.

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- (2) The Housing Counseling Information and Referral Program, administered by the Housing Department will continue to provide all counseling and referral services to residents seeking housing opportunities.
- (3) The Housing Counseling Information and Referral Program and the City in general will continue to support those agencies and organizations which on an ongoing basis provide housing counseling and related services to Richmond residents.

O. Objective 15.

The City of Richmond, on an ongoing basis will encourage residents to seek housing in neighborhoods not already containing an over-concentration of lower-income families.

Programs.

- (1) The Section 8 Existing Housing Program, administered by the Richmond Housing Authority, will be used to accomplish Objective 15.
- (2) The Housing Counseling Information and Referral Program, administered by the Housing Department will continue to provide general information and referral services relating to housing opportunities in various parts of the City.

P. Objective 16.

The City will, on a continuous basis encourage the private sector to play a larger role in partnership with the public sector to assist lower-income and moderate families to obtain housing in higher-income areas.

Program.

- (1) The City will work toward development of a density bonus and inclusionary zoning program as a means to balance neighborhoods economically.

SUB-GOAL IV: PROVIDE OPPORTUNITIES FOR ALL SEGMENTS OF THE COMMUNITY TO OWN THEIR OWN HOME.

Q. Objective 17.

Within five years, the City will provide homeownership opportunities to 30 moderate-income families.

Program.

(1) Same as Program D-1 (Infill Housing Construction Program).

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R. Objective 18.

Same as Objective E-5 (Construct 2,000 housing units for upper-income families).

Program.

(1) Same as Program E-1 (SB-99 Bond Issue Program and private financing).

4.05 Inventory of Land Suitable for Residential Development.

Pursuant to the requirements of state law, and inventory of potential housing sites was made. The inventory includes sites considered suitable for housing represented by major privately owned vacant parcels, by major and minor vacant publicly owned parcels, and by privately owned infill parcels. General plan and zoning designations were not considered as indications of the future use of these parcels, if they otherwise were deemed appropriate for residential use.

The inventory includes parcels in the Richmond city limits, and also parcels outside the city limits but within the Sphere of Influence allocated to the City by the Local Area Formation Commission (LAFCO).

Vacant lands considered appropriate for residential use in North Richmond (other than infill parcels) will not be available for development until the flood protection measures planned by the U.S. Corps of Engineers have been installed.

Future studies, undertaken pursuant to the Housing Element policies on Governmental Constraints, may uncover additional sites for conversion from present commercial and industrial to residential uses.

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5.00 RECREATION AND PARKS ELEMENT.

5.01 Legal Requirement.

The California Government Code, Section 65032, provides that:

1982 PL

"The general plan may include the following elements or any part or phase thereof:

A recreation element showing a comprehensive system of areas and public sites for recreation, including the following, and, when practicable, their locations and proposed development:

- (1) Natural reservations...
- (2) Parks.
- (3) Parkways.
- (4) Beaches.
- (5) Playgrounds.
- (6) Recreational community gardens.
- (7) Other recreation areas..."

1982 PL

This section of the General Plan is concerned with the following aspects of Recreation and Park facilities:

1964 GP

- Meeting the needs of the existing and future population for physical exercise, and
- Strengthening the visual appearance of the cultural and physical environments.

1964 GP

5.02 General Recreation and Parks Goals.

- A. Meet the Present and Future Recreation Acreage Needs of the Community.
- B. Improve Community Liveability.
- C. Equitably Distribute Recreation Facilities.
- D. Develop a Program Within the Financial Ability of the City.

1966 RL

1966 RL

5.03 Recreation and Parks Policies.

Within the context of a 20-25 year long-range plan covering the entire Planning Area the General Plan goals may be achieved by the following the policies outlined below:

1964 GP

1964 GP

- A. Sufficient land within the Planning Area should be provided to satisfy the recreation needs of its residents. To avoid duplication and to ensure that all residents of West Contra Costa County are provided with adequate neighborhood and community parks, the cities of West Contra Costa County, Special Districts, and the County should be encouraged to participate jointly in the following activities:

1973 OS/C

1973 OS/C

(1) Update standards for neighborhood, community, and regional parks. 1973 OS/C

(2) Determine where outdoor recreation areas are needed in West Contra Costa County, and set priorities for acquisition and development.

(3) Develop uniform standards for open space in new developments and for development fees relating to parks and recreation. 1973 OS/C

B. Each recreation and park facility should be developed on the basis of the needs of the group it is to serve and should be located to give the most efficient and economic service. 1962 REC

To serve the recreation needs of the preschool, elementary school-age children, senior citizens, organized neighborhood groups, and limited use for teenagers and adults, there should be provided in each neighborhood, preferably in conjunction with an elementary school, a totlot, turfed playground, paved play area, and a multi-purpose room within the school structure. Where no elementary school is available, alternate centers should be provided.

To serve the recreation needs of teenagers, adults, and senior citizens, a district center, preferably in conjunction with a secondary school, should be provided at the district level containing: indoor facilities, turf playfields, paved area, and park facilities. Where no secondary school is available, alternate centers should be provided.

City-wide recreation areas and facilities should be established to supplement neighborhood and district recreation needs.

At neighborhood, district, and city-wide levels, the needs of the citizens should be met by providing:

A variety of activities for individuals according to age, sex and other characteristics as well as for family groups.

Facilities to help fill recreation needs, which can best be provided by the City and which cannot be met in the home, through private organizations or commercial activities.

A complete recreation program providing indoor, outdoor, passive and active recreation.

A program to continue developing local customs and traditions in recreation (annual art exhibits, book fair, dance programs, and similar events). 1962 REC

Facilities and programs which take cognizance of seasonal variations of wind, rain, fog and clear weather.

1962 REC

Facilities which recognize varying topography and land forms.

- C. Facility development priority should consider recreation needs at neighborhood, district and city-wide levels.

- ~ All public and private facilities should supplement each other and unnecessary duplications by the City should be avoided.

The City of Richmond should strive to coordinate recreation and park programs with neighboring cities and the County for full use of facilities.

Multipurpose and flexible recreation areas should be provided whenever possible.

- D. The Richmond General Plan should be used to implement the adopted principles and standards of recreation and parks development.

Developers of new subdivision areas should be required to reserve areas of land for recreation and parks in accordance with standards set forth by the City. Developers should be encouraged to dedicate land to the City in subdivision areas for recreation purposes.

- E. The City should adopt a policy which protects recreation and park areas against encroachment or acquisition for other public uses. Should recreation and parks areas be condemned, they should immediately be replaced by areas equal or better in every respect to the original.

- F. Recreation facilities and programs should encourage the growth of employment and increase the desirability of the City as a place to live.

Recreation facilities which will improve commercial recreation sales and activities should be encouraged where consistent with the overall recreation program.

Appropriate recreational activities should be made available to employees to serve as one means of encouraging industrial expansion.

Where possible, employee recreation areas should be provided within industrial urban renewal projects.

Public recreation areas near places of employment should include facilities which can be used by employees. The possibilities of sharing cost of development of facilities by industries should be investigated.

1962 REC

- G. Recreation and park facilities should be well designed centers to assure maximum use at minimum expense. 1962 REC

Recreation areas, in addition to serving recreation needs, should be designed so as to enhance the appearance of the community.

Safety in access and use should be designed into each facility.

Wherever possible, sites should be connected to form a physically integrated system of recreation facilities. 1962 REC

5.04 Recreation and Parks Standards.

Standards are established for three basic types of facilities -- neighborhood centers, district centers, and city-wide and regional facilities. Each type of facility is described and its purpose is defined below. 1964 GP

A. Neighborhood Centers.

Description. The Neighborhood Center is established in geographic areas within the City which have distinct characteristics and an identity of their own. These areas are separated by natural and man-made barriers and contain sufficient residential or employee population to warrant a developed recreation facility.

Purpose. These facilities are intended primarily to serve children of elementary school age and act as a focal point for their non-home centered leisure time activities. On a more limited basis, the center may also serve teenage, adult, senior citizen, and organized groups whose activities are intended to be confined to neighborhood residents. 1964 GP

Location. At least one center per neighborhood, preferably located contiguous to an elementary school site and developed as a school/park facility. In any event, each center should be located within one-quarter mile of every home and safe access should be provided. 1962 REC

Space Standards. One acre per 1,000 residents, plus one acre per 200 elementary age children at a minimum size of 3.00 acres exclusive of the elementary school site. 1962 REC

B. District Centers.

Description. The District Center is established in a defined area, which is composed of several neighborhoods that possess similar characteristics and can be identified as a natural or man-made subdivision of the Planning Area. 1964 GP

Purpose. These facilities are developed to serve persons of all ages, with a variety of recreation interests, who live or work within a defined geographic area. This facility is especially designed to fulfill the needs of the teenager, adult, senior citizen, and local organized group. This facility may also serve the neighborhood function if required by circumstances and location.

1964 GP

1964 GP

Location. This facility should be centrally located within one-half mile of each home in the district and preferably at a secondary school site. If no adequate secondary school site is available, it should be established separately at a centrally located recreation area.

1962 REC

Space Standards. One acre per 800 residents at a minimum size of 20 acres exclusive of pool or building areas.

1962 REC

C. City-Wide and Regional Facilities.

Description. The City-Wide and Regional Facility is established at locations having particular wide-spread interest and attraction. Its purpose is threefold: to preserve a portion of the natural landscape, to supplement the recreational facilities at Neighborhood and District Centers, and to provide a permanent green open space in the Planning Area.

1964 GP

Purpose. These facilities are designed to meet the most diverse recreational interests and skills of the local citizenry and visitors and will enhance the physical well-being, cultural development and morale of the entire community.

Standards are specified for each facility type in terms of location, space and facility requirements.

1964 GP

Location. City-wide facilities are located in the most appropriate and accessible locations both within and outside the City.

1962 REC

Space Standards.

Minimum Acreage

(1) City Park

75.00

Each at 75 acres or more at one acre per 1,000 population, or 50 acres plus one acre per 1,500 population.

Attempt to locate in a natural scenic area. It should be developed as a natural area, aesthetically designed for use as a passive area, day camp area, etc.

1962 REC

Minimum Acreage.

1962 REC

To include landscaping; tree stands;
meadows or glens; nature areas; picnic
area; comfort stations; open recreation
area; minimal roads and improvements.

(2) Municipal Camp 50.00

A minimum of 50 acres in size; and

Access to a very large public reservation.

To include tent area; tent cabins; rest-
rooms, shower, washing and laundry facilities;
dining area; safe water supply; game areas;
swimming facilities, etc.

(3) Aquatics Centers 10.00

(May be located at the District Center.)
One outdoor aquatics center per 30,000
population to include 25 and 50 meter pools;
diving tank and platforms; dressing rooms;
wading pools; concession facilities; plant-
ing; play areas; spectator area.

One indoor swimming center per 50,000
population to include enclosed pool;
dressing rooms; classroom facilities; spec-
tator area; adequate storage; concession
facilities; outdoor play areas; games and
courts.

All pools should be heated; contain under-
water lights and sound devices; be con-
structed adjacent to secondary school.

(4) Marina 25.00

One marina per 100,000 population and at
least 25 acres in size.

To include bathing beach; planted areas,
boat launching ramp; docking and berthing
facilities; picnic area; shelter, rest-
rooms; concession facilities.

1962 REC

Minimum Acreage.

(5) Golf Course

180.00

1962 REC

One nine-hole course at 60+ acres; and one eighteen-hole course at 120+ acres calculated at one hole per 3,000 population.

- a. Each to include a clubhouse, putting greens, driving range, lounging area, concessions.

One par-3 course for each 35,000 population.

(6) Cultural Center

50.00

To include indoor space for musical, dance and drama presentations; 500-1,000 spectators, dressing rooms and shower areas; practice rooms; art gallery; music and art studios; display areas; concessions; outdoor planting.

1962 REC

All Neighborhood, District or City-Wide and Regional park and recreation features form centers for local activities and consequently should be developed as distinctive nodes and landmarks. Each park or recreation area needs appropriate recreation structures and should attractively express a distinguishing character that is indicative of its urban, suburban or rural environment. Ways in which each facility should provide differing functions and characteristics which are expressive of their environment will need to be determined through more special study.

1964 GP

The recreation and park facilities proposed in this plan will be available to all residents of the Planning Area and to visitors from adjacent areas. The basic concept of this section of the General Plan calls for providing a diversity of facilities at the neighborhood, district and regional levels.

1964 GP

5.05 Regional Recreation Facilities.

A. Policies.

- (1) Designate as areas of regional significance the following: a. Brooks Island, b. Point Molate, c. Point Richmond tidelands, d. Richmond Sanitary Service lands, e. Golf courses (Oursan Valley, etc.), f. Wildcat Canyon and Alvarado Park, with connecting trails to the Bay, and g. Bridgeview Overlook Park.

1966 RL

1966 RL

- (2) Ensure that sufficient land within the Coastline Area is available to meet existing and future needs for regional coastline recreation. A standard of 8 acres per 1,000 population is the desired minimum area for shoreline-related

1973 CL

1973 CL

regional recreation. Regional recreational facilities shall serve the population living within 30 minutes driving time of the Richmond coastline, estimated at approximately 800,000 persons in 1980.

1973 CL

- (3) Coordinate the development and maintenance of regional recreation with that of commercial recreation, preservation and utilization of open space, conservation, and public access facilities (see related policies specified under these plan elements). (Continuing Policy)
- (4) Utilize to greater advantage for regional recreation purposes the inspiring land forms and shore line vistas of the sloping lands between the main ridge and shoreline that extend from the San Rafael Bridge approach to Point San Pablo. This will involve weaving regional recreational facilities into the existing loosely woven fabric of industrial and marine terminal facilities. (Continuing Policy)
- (5) Encourage and assist the East Bay Regional Park District to acquire, develop and manage the following facilities for public use:
 - Trails
 - Fishing sites
 - Beaches
 - Parks
 - Viewpoints
 - Creekside recreation combined with flood control
 - Public recreation use of beltline railroads
 - Island

Each of these facilities is outlined in the policies that follow. (Continuing Policy)

- (6) Promote the establishment of shoreline sites or piers for public fishing at the following locations: (Continuing Policy)
 - The shoreline from Point Isabel to the Inner Harbor Basin;
 - In the vicinity of Ferry Point;
 - The coves between Castro Point and Point Orient;
 - The northwest shore of Point Pinole;
 - Near the mouth of Wildcat Creek.
- (7) Develop the full recreation potential of Point Molate beach. Improve hike and bike access and provide some form of public transportation to the beach. Consider extension of the present site. (Continuing Policy)

1973 CL

- (8) Support early recreational utilization of the Point Potrero rail line and of the Castro Point Belt Line railroad along the western coastline from the San Rafael Bridge to Point San Pablo. (Continuing Policy) 1973 CL
- (9) Seek public utilization of the rail line through the Standard Oil Refinery and its further extension to the BART yards, thus improving regional access to the coastline. (Future Policy)
- (10) Promote use of East Brother Island as a retreat or interpretive museum by the State. (Future Policy) 1973 CL
- (11) Cooperate with East Bay Regional Park District in planning for public use of Brooks Island Regional Reserve. (Continuing Policy) 1977 SAP
- (12) Encourage the East Bay Regional Park District to gain control, through acquisition or other means, of the remaining portions of Brooks Island, Bird Island, the breakwater and surrounding water areas. (Continuing Policy)
- (13) Encourage the East Bay Regional Park District to make Brooks Island available only for limited and controlled public use to assure that the unique cultural and natural resources of the Island are preserved to the greatest possible degree. 1977 SAP
- (14) Retain Brooks Island's integrity as an island by recommending that the District set up a water transportation system for users. Consider location of a ferry slip and parking area in the vicinity of Project Area 11-A, Santa Fe Channel, or Shipyard #3, on publicly owned parcels. Try to utilize a multi-purpose parking area, serving persons bound for Brooks Island and other facilities in the area, such as Angel Island, Point San Pablo, Point Pinole and other points on the Bay. (Continuing Policy) 1973 CL
- (15) Designate a permanent site at the Point Molate Naval Fuel Depot for use as a beach park when its present use is phased out and land there is available. (Future policy)
- (16) Urge the East Bay Regional Park District to designate a site for motorbike activity which presently disfigures the Potrero Hills, since this activity is not compatible with a policy of conserving the environment.
- (17) Consider development of a non-intensive recreational facility on the present sanitary landfill site after its current use for disposal of solid waste materials is terminated. (Future Policy) 1973 CL
- (18) Coordinate efforts of Contra Costa County, the Regional Park District, and the Municipal Utility District to improve access to Kennedy Grove. 1973 OS/C
1973 OS/C

- (19) Give high priority to George Miller, Jr. Regional Park for further expansion to provide a more adequate regional park. The Park should include hillsides, flat areas, and shoreline. Some development of the Park should be completed as soon as possible. 1973 OS/C
- (20) Acquire additional marshlands at Point Pinole and North Richmond. A variety of activities would be suitable in the new Point Pinole Regional park, featuring but not limited to tideland preservation, nature study, fishing from the shore and piers, hiking and riding trails, and picnicking areas. Camping is a possible use in the area.
- (21) Protect the unique botanical community on Sobrante Ridge for use as a botanical preserve.
- (22) Support the East Bay Municipal Utility District's Land Use Plan, which includes plans for recreation, watershed protection, and nature study on its lands.
- (23) Acquire sufficient land in Wildcat Canyon to protect the Canyon area visible from within the Park. This acquisition should be given high priority. The unique natural quality of the Canyon should be preserved, and only minimal development should be completed in the park. An internal transportation system linking Wildcat Canyon with Tilden Park and with El Cerrito would be desirable, and the Park District should work closely with the local agencies in completing its detailed plan for the park.
- (24) Include recreational facilities as part of the flood control project proposed for San Pablo and Wildcat Creeks. In particular, use of the North Richmond marshes as an environmental education center should be promoted. 1973 OS/C
- (25) Establish Open Space Reserves and segments of a hike and bike trail system at the Hilltop Regional Shopping Center Site. 1972 REV
1972 REV
- (26) To ensure that all residents are able to utilize the regional parks, alternative means of access to the parks, including public transportation, hiking trails, and biking trails, must be provided for those who do not own automobiles. 1973 OS/C
1973 OS/C
- (27) Urge the development of public access points in order to make Richmond's open space visible to large numbers of people. (Continuing Policy) 1973 CL
1973 CL
- (28) Develop the following public open space areas in the Inner Harbor Basin area: 1977 SAP
- a. An esplanade which will encircle the perimeter of the Basin. In addition to providing access to the marina, 1977 SAP

the esplanade will provide a pedestrian link between the land uses fronting the Basin and be a pleasant environment for sitting, walking, bike riding, and viewing of marina activities.

1977 SAP

b. A "Marina Green" located along the northern shoreline of the Basin. This area will essentially be a large lawn area which will accommodate a variety of leisure-time activities.

c. A beach extending along the Bayside shoreline. It will provide an area for walking, sitting, picnicking, wildlife observation, and access to the Bay waters.

d. A park area located at the western end of the peninsula. This park will accommodate viewing and other water-oriented park uses. The park area may include parking facilities to accommodate public use, and limited water-oriented commercial and commercial recreation facilities compatible with park use. (Continuing Policy)

(29) Support efforts of the East Bay Regional Park District to acquire and develop the south and west shoreline of Point Isabel for expansion of the Point Isabel Regional Shoreline. (Continuing Policy)

(30) Retain the existing Santa Fe landfill of approximately 18 acres immediately north of Point Isabel as a preservation area with limited access for open space recreation until necessary permits are issued for development and an adequate roadway connection is provided. (Interim Policy)

1977 SAP

5.06 City-Wide Recreational Facilities.

A. Central Park.

This 40-acre park will form an active recreational counterpart to the rejuvenated Central Business District. It will be a center of attraction for people of all ages, for tourists and for residents throughout the entire Bay Area. Among the numerous activities in this park will be little theater productions, open air concerts and restaurants ranging from outdoor cafes to self-service cafeterias.

1964 GP

1964 GP

B. Hill and Valley Parks.

(1) The hill and valley parks will preserve nature for all to enjoy. There are seven hill and valley parks that will function as city-wide and regional facilities in the Planning Area.

RES
238-74
RES
238-74

(2) Nicholl Knob will provide a sweeping panoramic view of the entire Bay Area in all directions.

RES
238-74

(3) Alvarado Park, with 42 acres, is the smallest of the existing city-wide and regional parks. It forms a natural portal or entryway between Wildcat Canyon's rural environment and the highly urbanized environment found in Central Richmond.

(4) Contra Costa County is proposing to purchase the Oursan Valley area as a county park. This park site covers approximately 2,700 acres and extends beyond the boundaries of the Richmond Planning Area. It is situated in an excellent position next to the East Bay Municipal Utility District watershed lands surrounding the San Pablo Reservoir and the proposed Briones Reservoir.

(5) Wildcat Canyon and Tilden Regional Parks are comprised of a large portion of the undeveloped ridgetops, ridgeslopes and canyon which serves as a wilderness backdrop for Berkeley and part of El Cerrito. They contain large expanses of wooded bottomland streambed bounded by the El Cerrito and Richmond hillside on the southwest and by the San Pablo ridge to the northeast. Much of this area is unsuitable for intensive development due to topography and soil conditions. The privately owned but undeveloped or uncommitted property within the Canyon is appropriate for becoming an extension of the Wildcat Canyon Regional Park.

It would be desirable to incorporate as much of the ridgetops and ridgeslopes as possible into the Wildcat Canyon Regional Park to insure that the ridgeline is protected from any further visual encroachment. Some of the ridgetops and ridgeslopes on either side have already been purchased by the East Bay Regional Park District. However, it is recognized that certain privately owned properties are appropriate for residential development. Specifically, these properties are Villa Mira Vista, Canyon Estates and Leneve Place. Said properties are further described in the map entitled "Richmond General Plan, A Guide to Community Development, Richmond, California, March, 1966" as amended.

(6) The ultimate extension of parklands from Wildcat Canyon Regional Park to the Bay along the creek channel will provide a green belt which passes through urban and suburban development. Such a wedge of greenbelt extending all the way from the hills to the Bay can only be achieved by concerted action to protect and restore the natural state of these creekbeds. Topography and development has precluded any other such wedge in or near Richmond. The opportunities to preserve Wildcat Creek bed and the marshlands of the Bay should not be lost.

RES
238-74

C. Golf Courses and Parks.

1964 GP

The lack of golf courses and their related park and clubhouse facilities is one of the major recreational shortcomings within the Richmond Planning Area. According to the City of Richmond's adopted recreation standards there should be four (4) eighteen-hole public golf courses to serve the existing population in the Richmond Planning Area (two of these are needed for the population of Richmond alone). There exist only two private golf courses with their use limited to only a fraction of the number of golfers that similar public courses can accommodate. The two existing private courses are the Richmond Golf and Country Club and the Mira Vista Golf and Country Club.

Bethlehem Steel Company has announced its intention to eventually convert the Richmond Golf and Country Club to industrial use, although no specific date has been established as to when this change will occur. However, it is essential that steps be taken to select a suitable site of at least equivalent size, and attractiveness for acquisition in the near future. Actual development of the new golf course can be done at a later time.

With the continuing increase in population and the consequent decrease in open space within the Richmond Planning Area the long-range needs for golfing facilities will become more acute. To help meet the long-range need, two golf course and park sites are required in addition to the Oursan Valley site proposed by the East Bay Regional Park District. The location and size of these facilities will be determined by the Recreation and Parks Commission in its current planning studies.

One of these long-range sites is the replacement of the existing facility referred to above which is expected to be removed some time in the future. The Richmond Golf and Country Club will continue to be shown on the Richmond General Plan map until a new location is selected which can replace it.

D. Shoreline Parks.

A series of shoreline parks are designated in this Plan to provide several areas of access to the water for the public's enjoyment of all forms of beach and water recreation. Starting from the north and following the shoreline in a counterclockwise direction these park facilities include:

The Point Pinole park site, the chain of parks along the shoreline (which can accommodate the Richmond Rod and Gun Club), Standard Oil Company's Rod and Gun Club, Point Molate to Bridgeview Park, the extension of Point Richmond, Brickyard Cove, Brooks Island, Inner Harbor and Point Isabel.

1964 GP

E. Trails and Streambelts.

Interconnected trails and streambelts extend through the length of the Planning Area. They form a system of hiking trails and bridle paths that link the residential areas to the shoreline parks and to the hill and valley parks. The streambelts along Wildcat and San Pablo Creeks are proposed to serve a dual purpose. A service road will be provided to each creek for maintenance access purposes, which will also be utilized as a landscaped hiking and bridle trail.

1964 GP

F. Urban Plain Parks.

The urban plain parks will provide a variety of city-wide recreational functions at close-in locations.

Richmond parks in this category include Nicholl Park, East-Shore Park and Southside Park.

The Cities of El Cerrito and San Pablo designate four city-wide parks and one city-wide park, respectively. The special features contained in these proposed parks are a swimming pool, a senior citizens' center and riding and hiking trails.

1964 GP

5.07 Recreation Trails.

A. Policies.

Policies for recreation trails (see also Bikeways Plan) are the following:

1973 CL

(1) Promote development of national, regional, and local urban trails. Delineate a more definite trail system as continuing transportation planning is undertaken by the City and other agencies.

1973 CL

(2) Complete detailed planning of trail routes as part of a voluntary region-wide study, involving local, regional and county agencies.

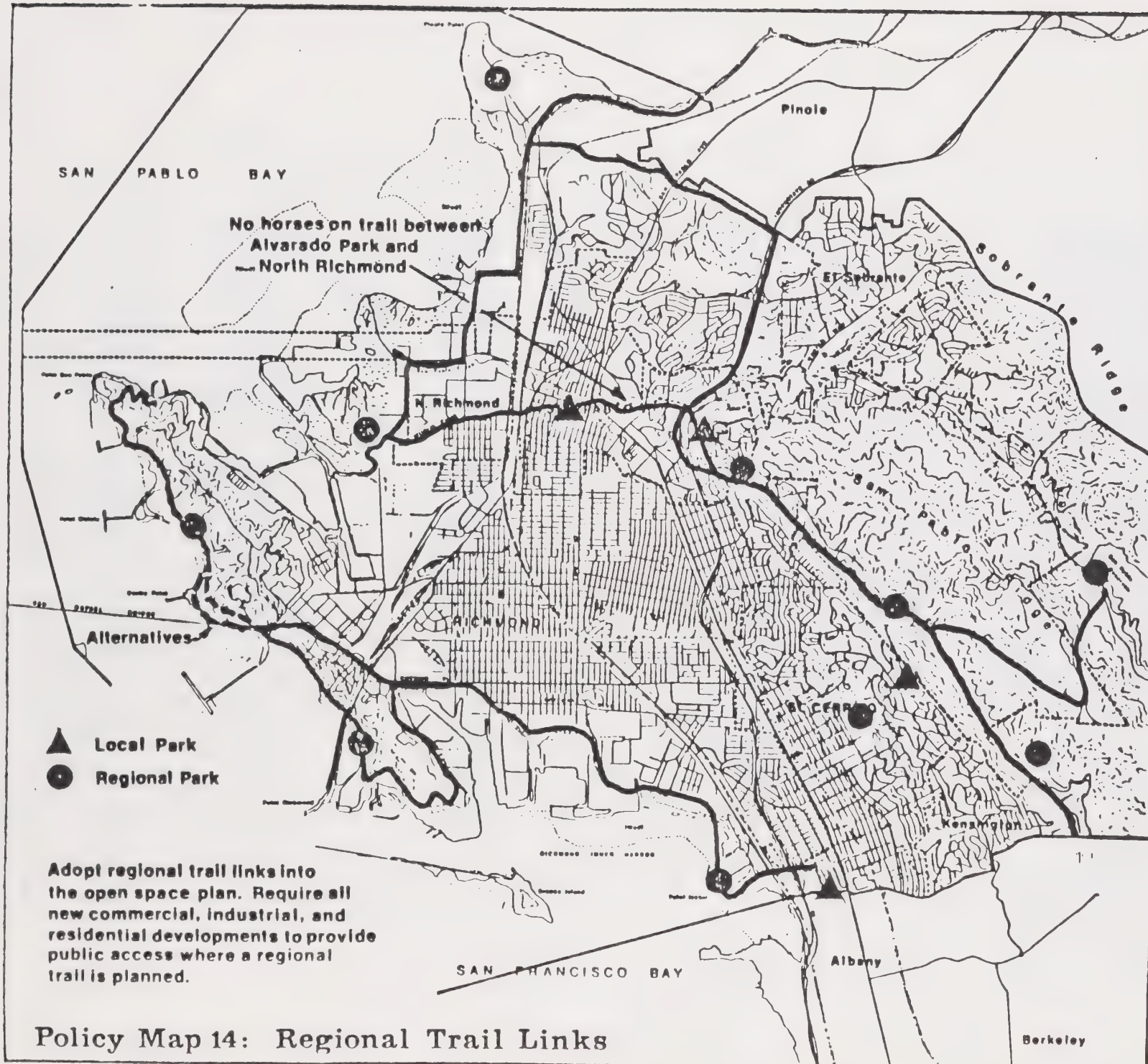
1973 OS/C

(3) Develop regional trails linking the coastline areas with each other and linking the hill areas. Local and regional parks departments should jointly select the most appropriate routes for these trails. Well-studied routes shown on Policy Map 14 are already adopted in the open space plan.

(4) Develop a regional trail linking the coast with hillside parks. A bicycling and hiking trail should follow the route approved in A Plan for San Pablo and Wildcat Creeks.*

* U. S. Corps of Engineers, "Wildcat and San Pablo Creeks, Contra Costa County, California, Feasibility Report for Water Resources Development", U. S. Corps of Engineers, August 1973.

1973 OS/C



Staging areas for horses should be provided in Alvarado Park and in North Richmond; however, the horses should not follow the trail through San Pablo. The feasibility of using Highway 80 and Atlas Road to provide a horse route linking the hills with the coast should also be studied.

1973 OS/C

- (5) Routes of regional trails for hiking and bicycling should connect with BART stations and major bus stops wherever possible, to encourage the use of alternatives to the automobile. The existing BART linear park should be incorporated into this system. Any adopted trail system should also provide for local links to commercial areas and public institutions such as schools, wherever possible, archaeological and historic sites and vista points should also be acquired and incorporated into the trail.

1973 OS/C

- (6) Assist the East Bay Regional Park District in creating an interconnecting network of trails and scenic drives which will link hillside and shoreline park facilities. Meet standards of the National Scenic and Recreational Trails System Act, particularly for creek-side trails and/or those leading from hillsides to shoreline parks. (Continuing Policy)

1973 CL

- (7) Encourage acquisition of viewpoints at appropriate locations as part of the trail system. (Continuing Policy)

- (8) Encourage the creation of a recreational corridor along the western shore of Point San Pablo through trail and rail connections between parks and commercial recreation sites. (Continuing Policy)

1973 CL

- (9) Provide a corridor within the Hoffman Freeway right-of-way for a regional hike/bike trail which provides access to the area at the head of the Santa Fe Channel and connects with the Inner Harbor Basin Sub-Area and the Point Richmond southern peninsula. (Continuing Policy)

1977 SAP

1977 SAP

B. Management and Development Policies.

- (1) Require all new commercial, industrial, and residential developments to provide public access where a regional trail is planned.
- (2) Retain ownership of land used for a regional trail where possible by a public agency to minimize liability and other problems.
- (3) All jurisdictions which will benefit from a regional trail should contribute to its construction and operating costs. Standards of the National Scenic and Recreational Trails System should be met for regional trails, particularly for the

1973 OS/C

1973 OS/C

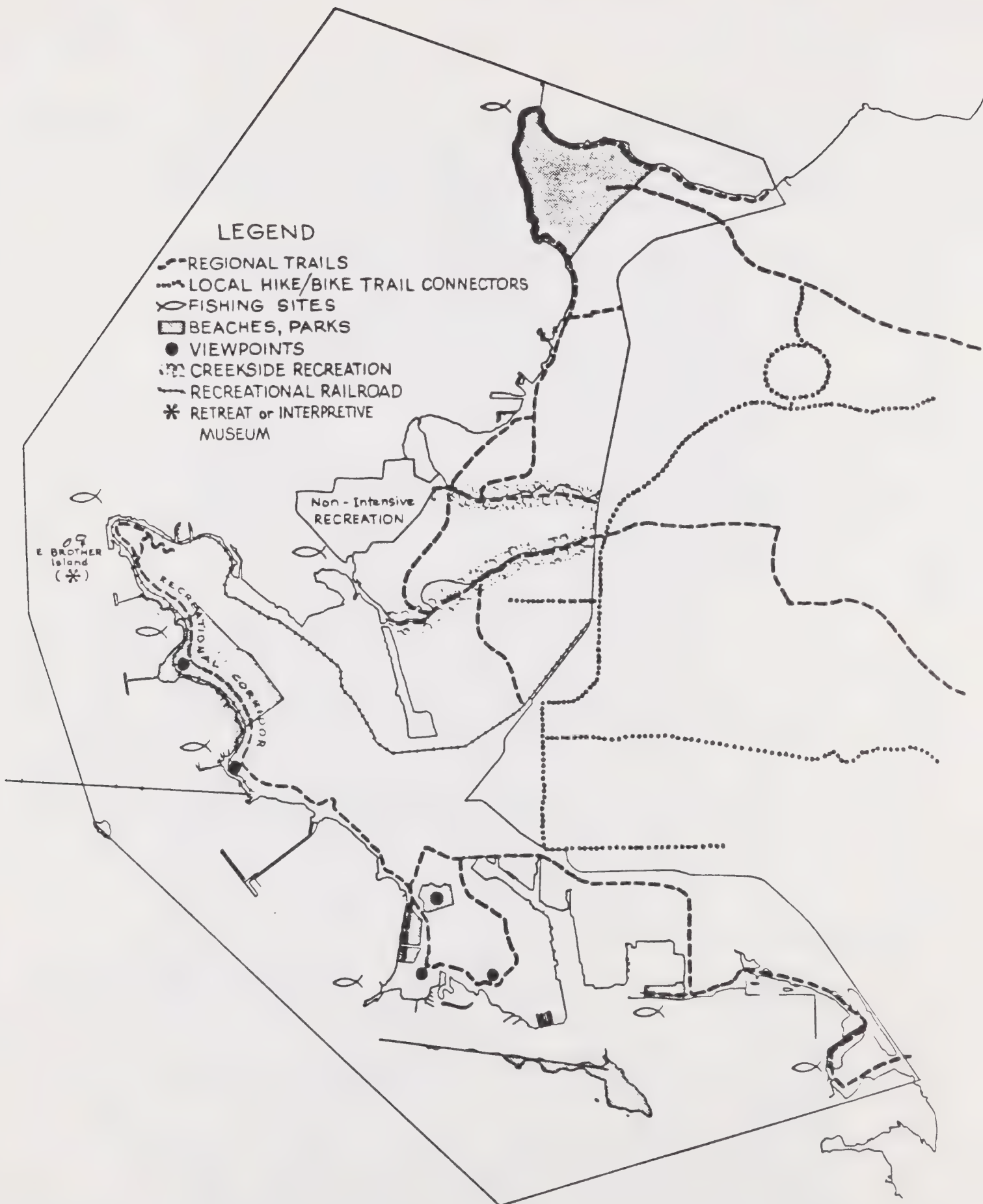


PLATE 13

PROPOSED REGIONAL RECREATION SYSTEM

Source: 1973 CL

trail connecting hill parks with shoreline parks, which is linked to the Regional Park District's National Skyline Trail.

1973 OS/C

- (4) Mark each trail link clearly with signs. Where the trail link is to be used exclusively by a particular type of users (such as hikers) the trail link should be clearly designated and should be equipped with signs or barriers to prevent the entry of other types of users.
- (5) Designate the edge of the trail clearly by planting, signs, or where appropriate and necessary, fencing, to prevent trespassing on adjacent private lands.
- (6) Improve the trail itself to the accepted standards of grade, surfacing, and width for the use designated.
- (7) The primary management objective should be to allow the public to use the trails to reach recreational facilities while enjoying the surrounding landscape, without trespassing on private lands.
- (8) Manage the corridor to present as natural an appearance as possible. This may require some planting along some trails and frequent maintenance along all trails.
- (9) Patrol all trails regularly by an appropriate agency to ensure that inappropriate users (such as motorcyclists) are not using the trail and to ensure the safety of all users. Types of users should be encouraged to form volunteer groups from within their ranks to assist in the patrolling and maintenance of the trails.
- (10) Prohibit the use of motorcycles on trails which are not on streets.

1973 OS/C

6.00 OPEN SPACE AND CONSERVATION ELEMENT.

6.01 Legal Requirement.

The California Government Code, Section 65302, provides that:

1982 PL

"The plan shall include the following...

A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any county-wide water agency and with all district and city agencies which have developed, served,

1982 PL

controlled or conserved water for any purpose for the county or city for which the plan is prepared. The conservation element may also cover:...

1982 PL

- (1) The reclamation of land and waters.
- (2) Flood Control.
- (3) Prevention and control of the pollution of streams and other waters.
- (4) Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
- (5) Prevention, control, and correction of the erosion of soils, beaches and shores.
- (6) Protection of watersheds.
- (7) The location, quantity and quality of the rock, sand and gravel resources.

The conservation element shall be prepared and adopted no later than December 31, 1973.

An open-space element as provided in Article 10.5 (commencing with Section 65560) of this chapter..."

1982 PL

According to the above, the Conservation Element must consider the conservation, development and utilization of natural resources including forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The element may also consider land and water reclamation, flood control, prevention and control of water pollution, land use regulation in stream channels and other areas for the accomplishment of the conservation plan, prevention and control of soil and shore erosion, watershed protection, and the location of rock, sand, and gravel resources.

1973 OS/C

The Open Space Element must designate parcels of land or water which are essentially unimproved and devoted to any of the following:

- A. Preservation of natural resources, including plant and animal life, fish and wildlife habitat, scientific study, watersheds, and surface waters and shorelines.
- B. Managed production of resources, including forests, rangeland, areas of economic importance for the production of food and fiber, recharge areas for groundwater basins, surface waters important for the management of commercial fisheries, and areas containing major mineral deposits.
- C. Outdoor recreation, including areas of outstanding scenic, historic, and cultural value, and areas which serve as links between recreation and open space reservations, including utility easements, streambanks, and scenic highway corridors.

Because the subjects included in the Open Space and Conservation Elements are so similar, they have been combined into one element.

1973 OS/C

Policies listed in the Water Resources portion of this plan cover the conservation, development, and utilization of harbors, rivers, and other waters; flood control; prevention and control of water pollution; land use regulation in stream channels; watershed protection; preservation of surface waters; groundwater supply and recharge; and floodplains.

1973 OS/C

6.02 Open Space and Conservation Goals.

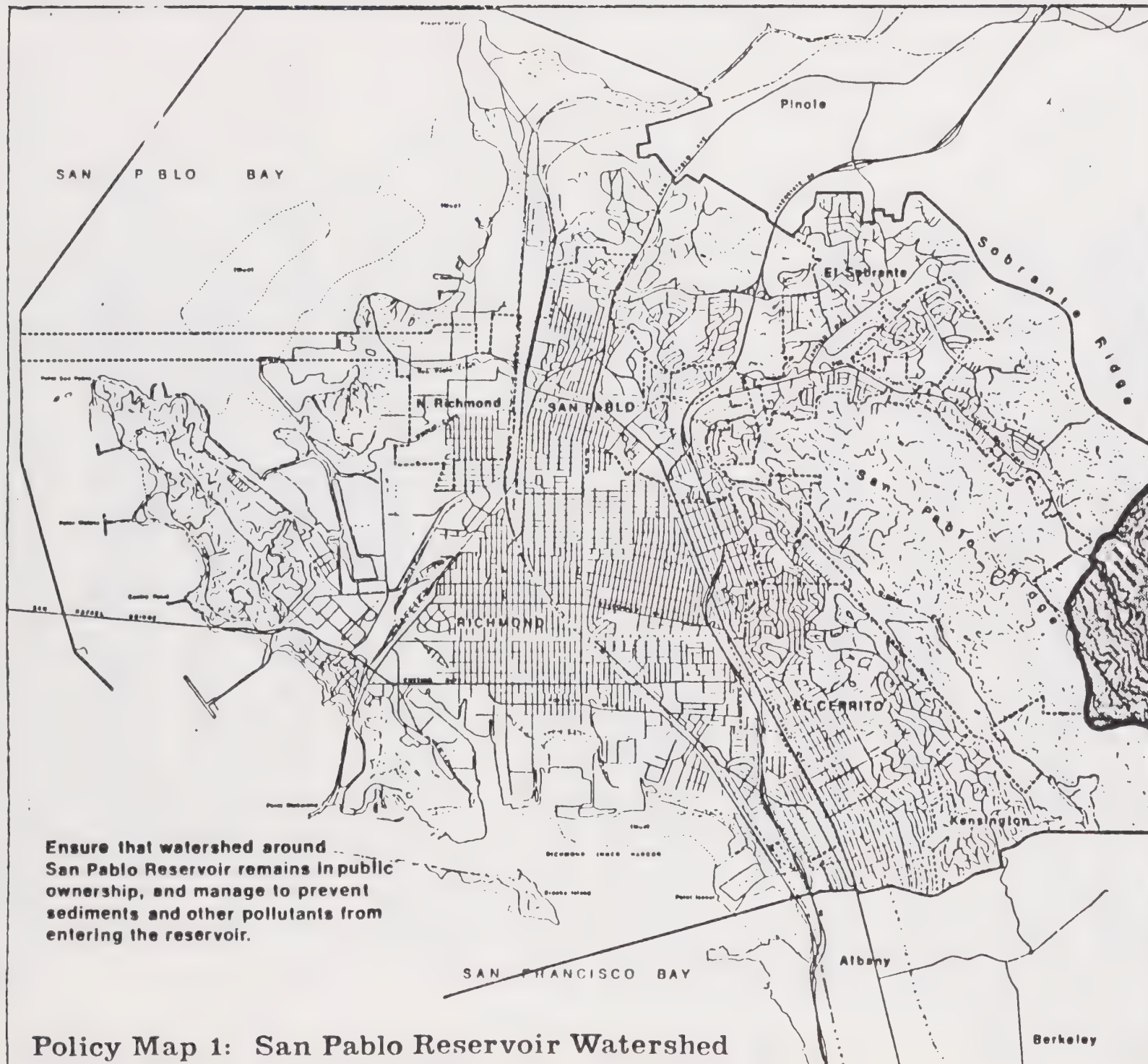
This Open Space and Conservation Element is designed to accomplish two major goals;

- A. To identify and to protect the natural resources of the Tri-Cities Area (Richmond, San Pablo and El Cerrito) for the benefit of present and future generations.
- B. To encourage urban growth in those areas where the natural characteristics of the land are most suited to such development, and to protect the public from risks to life and property.

6.03 Water Supply Policies.

- A. Reduce environmental damage caused by the need to import water and to protect the productivity of the county's off-shore waters. The present quality of Sacramento River water and the Sacramento - San Joaquin Delta should be preserved. Proper conservation techniques should be applied to all northern California water.
- B. Adopt the following policies to reduce the need to import water:
 - (1) Greatly expand reclamation of wastewater. Such water should be utilized by all appropriate users, in particular by industry.
 - (2) Support all reasonable measures that would encourage lower per capita water use. These measures should include:
 - a. Structuring water rates to encourage efficient use.
 - b. Undertaking an expanded consumer education program, including use of television and radio.
 - c. Encouraging Planning and Public Works Departments to minimize water requirements in the landscaping of new public and private development, such as by using native plants.
 - d. Undertaking a study by the Building Departments of the cities of Richmond, El Cerrito and San Pablo of changes in local codes that would help to conserve water.
- C. Preserve local runoff from deterioration; the watershed around San Pablo Reservoir should remain in public ownership and should be

1973 OS/C



managed so as to prevent sediments and other pollutants from entering the reservoir (Policy Map 1).

1973 OS/C

- D. Priority for new development should be given to areas already served by water tanks or reservoirs, to minimize costs of public services, preserve open space, and reduce air pollution (Policy Map 2). All new storage tanks should be sized to meet population densities proposed in the General Plans of Richmond, San Pablo, El Cerrito and Contra Costa County. Local jurisdictions should ensure that their plans are up to date and reflect the desires of the community.

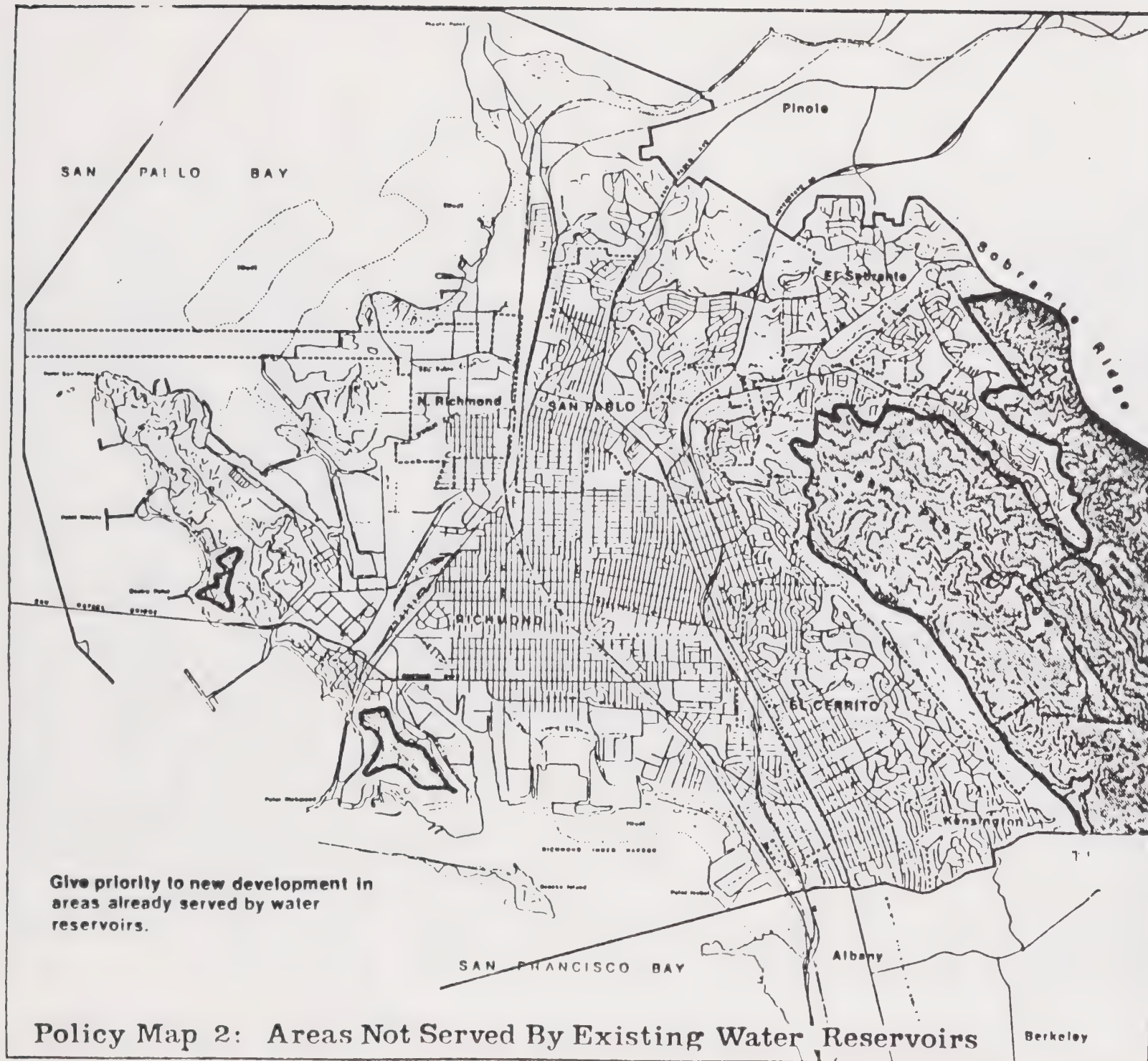
6.04 Groundwater Policies.

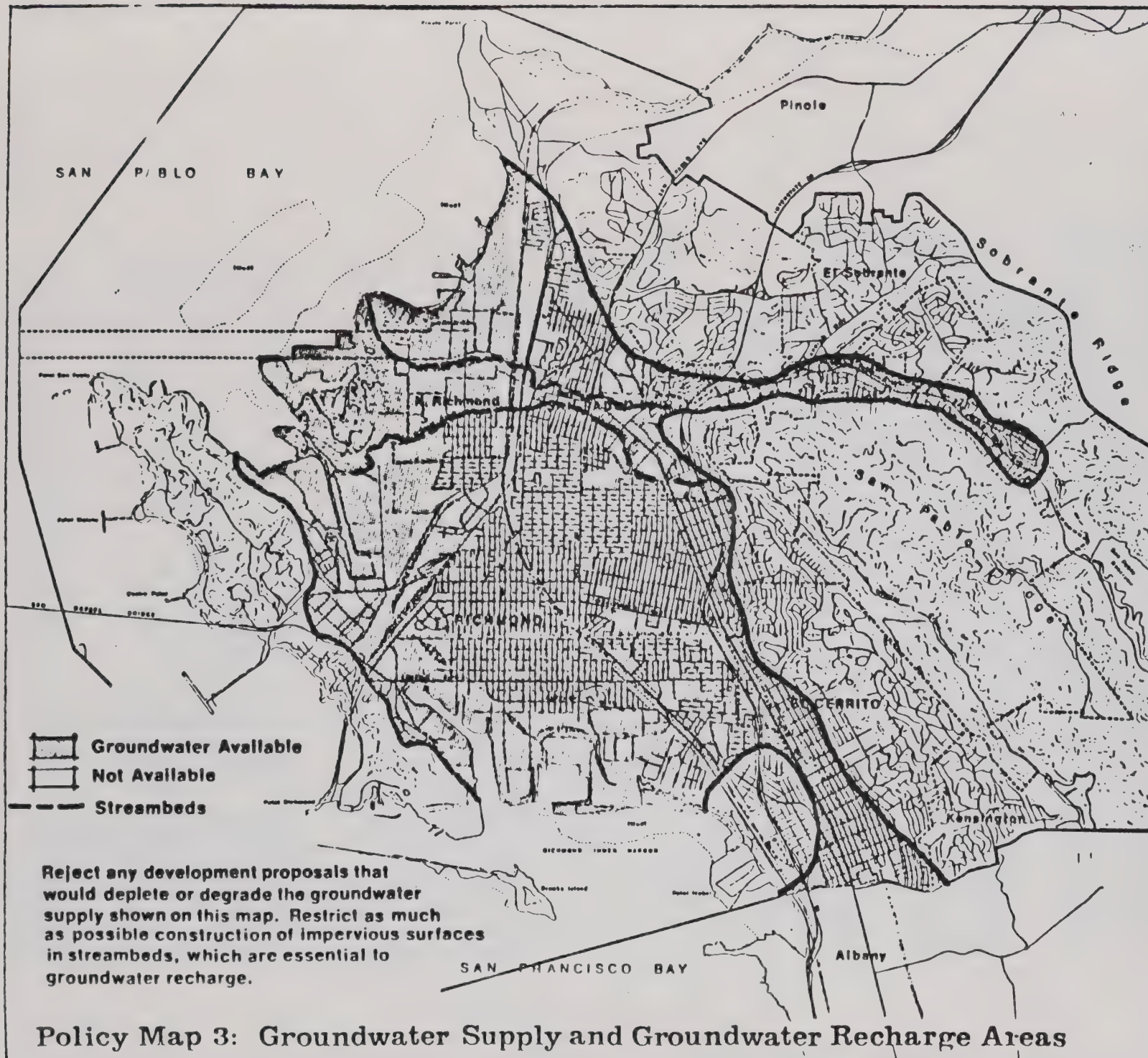
- A. Protect the groundwater supply, which could be vital to the community in case of earthquake or other emergency, against depletion or degradation. Any development proposals which would deplete or degrade the supply should be rejected. In particular, construction of impervious surfaces should be restricted in streambeds, which are essential to groundwater recharge (Policy Map 3). Underground disposal of liquid wastes should be prohibited. If dredging is proposed, a study should be made to determine whether damage to the aquifer might result.
- B. Monitor and protect groundwater quality adequately; a study should be made to determine the maximum safe yield from the aquifer. The County Health Department or other appropriate agency should be assigned to monitor well water levels and groundwater quality regularly. If deterioration does occur, appropriate agencies should take action to protect the groundwater resources.
- C. The cities of Richmond, San Pablo and El Cerrito should ensure that at least two sources of water are available in case of natural or other disaster. The location of wells should be included in disaster plans, and residents should be notified where drinking water will be available.

6.05 Surface Waterways, Drainage, and Flooding Policies.

- A. Runoff from new development, particularly on San Pablo and Wildcat Creeks, must be strictly controlled to prevent flooding, erosion, and destruction of natural waterways, to reduce public costs for flood control work, and to preserve scenic quality. The following methods should be utilized:
 - (1) Complete a master drainage plan for the upstream portions of the San Pablo and Wildcat Creek watersheds by a coordinated effort of the cities of Richmond and San Pablo, and Contra Costa County (See Policy Map 4).
 - (2) In the absence of a master drainage plan, drainage plans for any commercial, industrial, or large residential development should be submitted to the County Flood Control District and

1973 OS/C

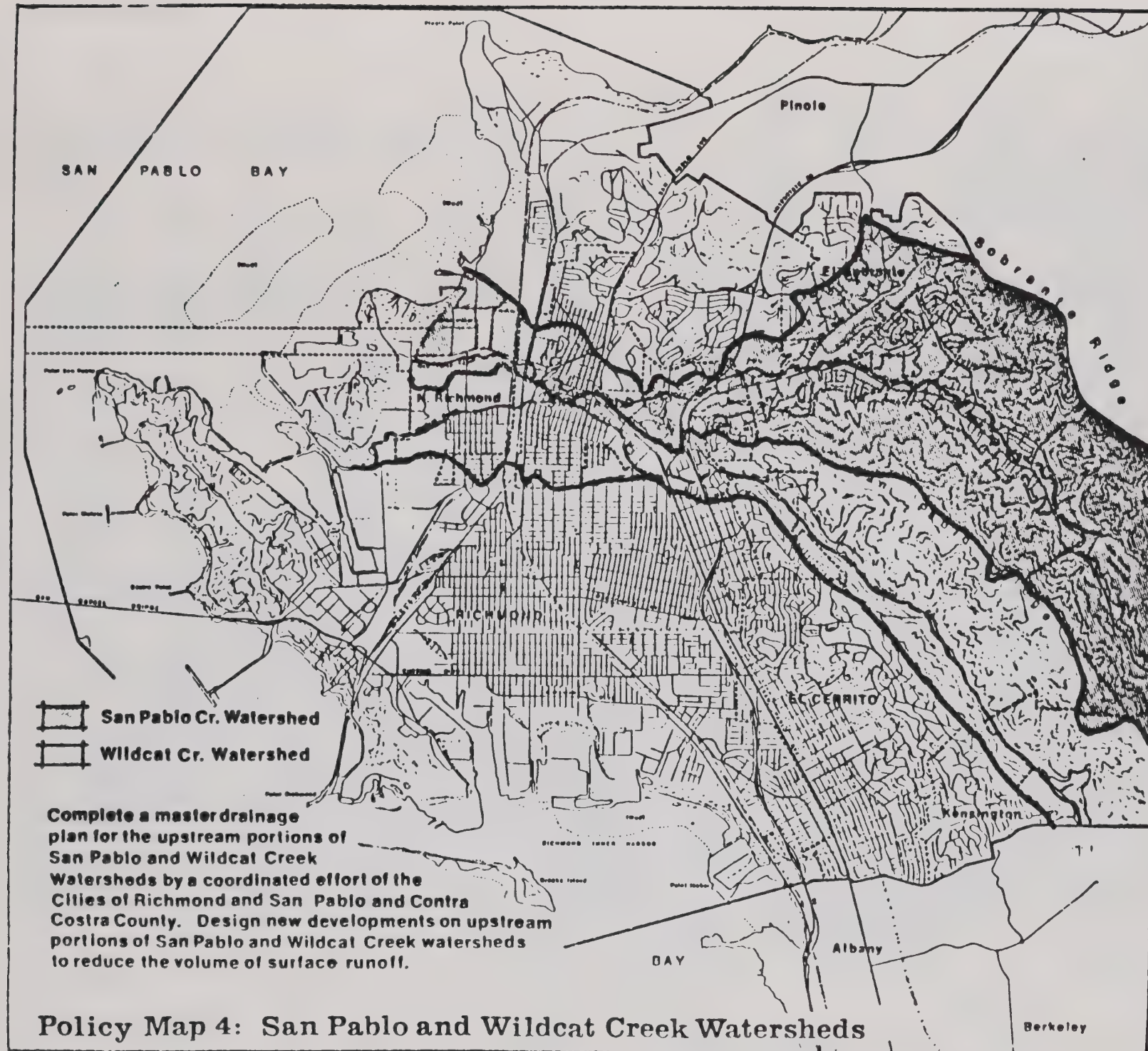


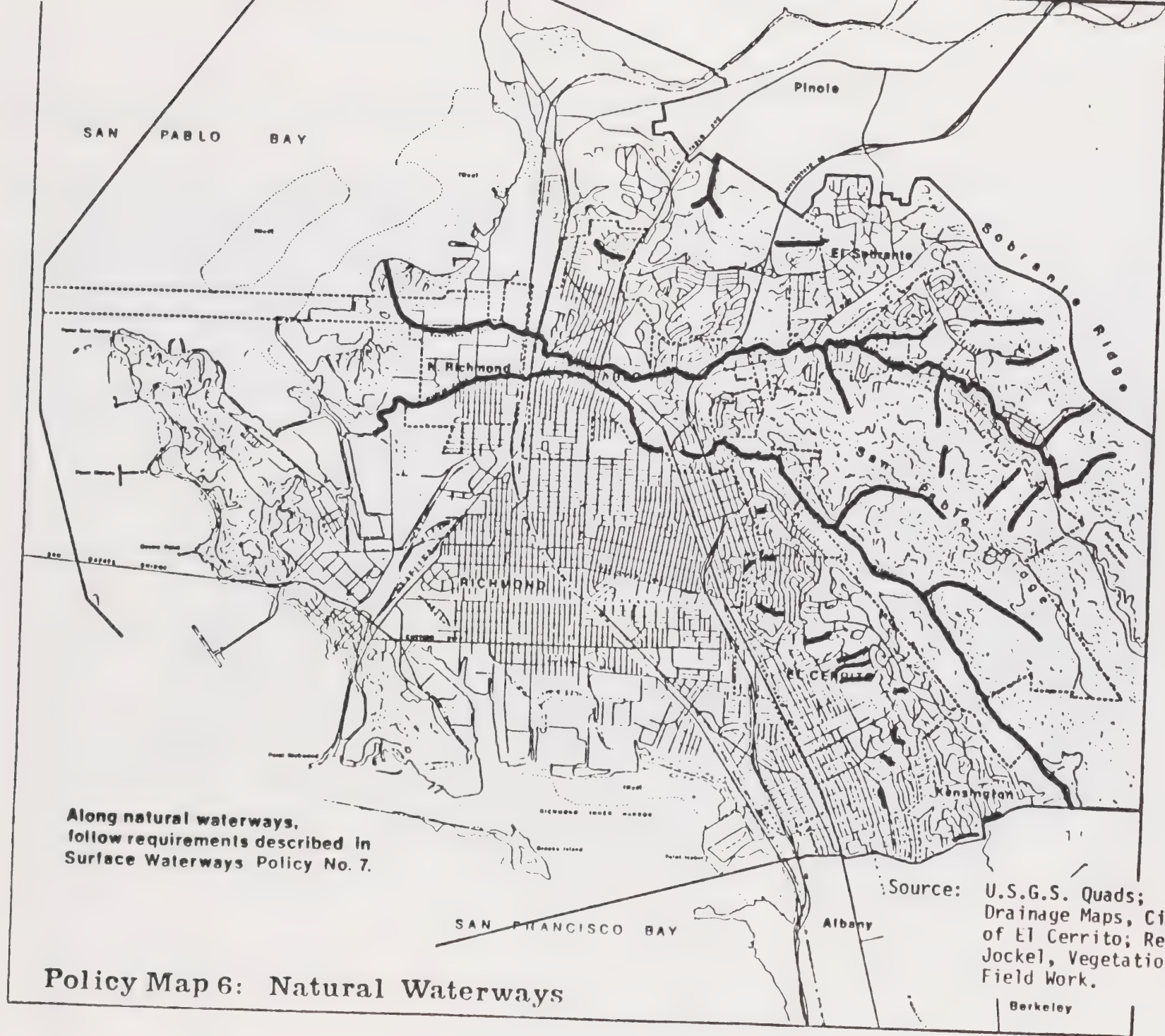


Policy Map 3: Groundwater Supply and Groundwater Recharge Areas

to local public works departments within the watershed of the project to ensure that sufficient storm drainage facilities are available on and off the site to carry runoff generated by the development. If local agencies do not have sufficient information to evaluate the project, the developer may be required to submit a study showing the effect of the development on downstream properties and to suggest means by which the effect could be reduced.

- (3) Design new developments on upstream portions of the San Pablo and Wildcat Creek watersheds to reduce the volume of surface runoff by minimizing removal of native woodlands, maximizing vegetated open space, and designing surface and subsurface drainage to retard peak runoff (See Policy Map 4).
 - (4) Any district established for flood control purposes on San Pablo Creek should include all upstream properties below San Pablo Dam which contribute runoff to the creek.
- B. The following policies should be followed to prevent minor flooding from inadequate storm drainage facilities:
- (1) The cities of West Contra Costa County and the County should work together to develop uniform storm drainage standards with assistance from management and planning grants.
 - (2) The local jurisdictions should budget an annual sum to correct local drainage problems.
- C. To prevent erosion of creek banks, to preserve wildlife habitat, to protect the scenic quality of the creeks, and to encourage public access, the following policies should be followed for development adjacent to natural waterways shown on Policy Map 6:
- (1) No retaining walls or other improvements that will change the flow of water should be constructed in waterways without approval from a qualified civil engineer under the jurisdiction of the local public works departments.
 - (2) Set back foundations from waterways a sufficient distance to prevent undercutting. This distance should be determined by a soils engineer for all commercial, industrial, and multi-family residential developments. For single-family homes and other minor construction an administrative review by the Public Works Department should be required to inform the builder of possible erosion hazards and to determine a safe setback from the waterway.
 - (3) Design improvements adjacent to the waterways, such as buildings and parking lots, so as not to create points of concentrated water flow over the bank. Irrigation should be discouraged adjacent to the waterway.





(4) Require all those selling undeveloped lots next to waterways to inform buyers of possible erosion hazards and setback requirements.

(5) Encourage public access to these waterways in general. However, only limited public access should be provided in residential areas. Existing commercial, institutional, and large apartment projects should be encouraged to provide public or semi-public access to the creeks. The local agency should, however, assume liability if public access is required. All new large developments along these creeks should be subject to design review to ensure that they are compatible with the creek.

D. Encourage appropriate public agencies to acquire hazardous or unbuildable creekside lots as they are marketed and to convert them to low-density public uses, such as picnic areas.

E. Local agencies should include plans for community parks along the creeks wherever possible. Plans for the creeks should include community park facilities wherever possible. However, other park facilities may be more urgently needed than those which can be located along the creeks and should be given higher priority.

6.06 Water and Air Quality Policies.

A. Support and encourage efforts of the San Francisco Bay Water Quality Control Board to improve the quality of Bay water to a standard pure enough to use for water contact sports and for edible shellfish. These efforts should take into consideration:

(1) Existing standards for municipal and industrial liquid waste disposal.

(2) Pollutants generated by storm water runoff.

(3) The degree of sewage treatment as well as the level of maintenance to reduce infiltration through leaks in sewage lines that are being provided by local agencies.

(4) The capability of local sanitary districts to extend sewer lines to unsewered but developed areas where waste disposal problems have developed, particularly in parts of El Sobrante.

(5) Plans for consolidation of local sewage facilities and the timing of such improvements to minimize costs.

B. Encourage local sanitary districts to install new sewer lines at a size that will only accommodate the population densities proposed in the general plan. Local jurisdictions should ensure that their plans are up-to-date and reflect the desires of the community.

- | | | |
|--|--|------------------------|
| C. | Prevent deterioration of water quality and danger to public health by requiring all new developments to hook up to existing sewage systems, or, if not available, to use self-contained plants. | 1973 OS/C
1973 OS/C |
| D. | Review existing standards for sewage and industrial liquid waste disposal, and revise them if necessary to provide the best possible protection from chemical, organic and thermal pollution for the waters of the area. (Continuing Policy) | 1973 CL
1973 CL |
| E. | Ensure that appropriate measures, such as the provision of pump-out stations, on-shore toilet and refuse facilities, hook-ups to the City's sewage system for houseboats, and the creation of good housekeeping regulations, are incorporated into the design and operation of the marinas so that the marinas will have the least possible adverse impact on water quality. (Continuing Policy) | 1977 SAP
1977 SAP |
| F. | Strongly support regional efforts to curtail air and water pollution. (Continuing Policy) | 1973 CL
1973 CL |
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6.07 <u>Soils and Topography Policies.</u> | | |
| A. | Building Departments should require soils tests for all new development in areas with known soils problems. All those applying for building permits should be informed of potential problems when applying for the permit. | 1973 OS/C |
| B. | Soil erosion must be controlled to prevent flooding and destruction of natural waterways, to maintain water quality, to reduce public costs for flood control works, and to prevent damage to construction sites. To do this the following policies should be implemented: | |
| | (1) Balance the number of livestock grazed with the carrying capacity of the land. Property owners should be encouraged to seek technical assistance to restore the range and to prevent overgrazing. | |
| | (2) Require grading permits for grading in all areas of each city. | |
| | (3) Require an erosion control plan and revegetation plan as part of all grading permits, except where specifically exempted by the Public Works Department. In addition, runoff should be controlled and released safely downstream. | 1973 OS/C |
| | Require replanting of any destroyed or damaged vegetation on slopes or at quarries. (Continuing Policy) | 1973 CL
1973 CL |
| | (4) Design development on slopes of 15 to 30 percent with special attention to controlling erosion and runoff and to preserve the natural topography as much as possible. Cuts and fills and removal of vegetation should be minimized (See Policy Map 7) | 1973 OS/C
1973 OS/C |



- (5) Require extreme caution in construction on slopes in excess of 30 except percent for such minimal development as hiking trails and the like.

1973 OS/C

6.08 Mineral Resources Policies.

- A. Project the need for minerals based on current population. Areas of critical importance as mineral resources should be so designated by the state or other appropriate agency.
- B. Plan mineral production and carry it out so as to avoid destruction, pollution, or degradation of surrounding communities, land, air, and water. Buffers, vegetation, water treatment, dust control, and other measures may be required to protect the physical and social environment.
- C. Revegetate land used for mineral production and restore it to its original condition, or improve it for other appropriate uses after mineral extraction has been completed.
- D. Study the possibility of phasing out, reshaping, and revegetating existing quarries at Brooks Island, Point Isabel, and the Berkeley Hills, which locations are unsuitable for any further extraction of crushed rock products. The San Pablo Peninsula is visually important because it serves as a backdrop and gateway to West Contra Costa County.

6.09 Geology and Geologic Hazard Policies.

- A. Justify the designation of open space land for public health and safety, as necessary, by findings of the 1973 Open Space and Conservation Element Studies regarding geological hazard.
- B. Urge that open space be maintained in areas of special characteristics, such as fault zones. (See also Seismic Safety Element)

1973 OS/C

1973 CL
1973 CL

6.10 Bay Fill Policies.*

- A. Protect open water, mudflats and all tidelands and riparian woodlands to the maximum extent feasible. Discourage filling, dredging and all development that would have a significant adverse impact on the biological productivity or aesthetic character of the physical features of these areas.

1977 SAP

Any development which does adversely impact the biological productivity or aesthetic character of open water, marsh, mudflat

* "Fill" includes earth or any other material including pilings; any water coverage whether on pilings or by cantilever; and floating structures moored for extended periods of time, such as houseboats and floating docks.

1977 SAP

or tideland should provide mitigation measures to offset the detrimental impact (see Policy Map 8). (Continuing Policy)

1977 SAP

- B. Permit, consistent with the adopted design guidelines and criteria of the Special Area Plan and the fill policies of the BCDC Bay Plan and McAteer-Petris Act, fill in the Inner Harbor Basin area for appropriate uses. (Continuing Policy)
- C. Permit fill for water-oriented commercial recreation and public assembly uses only when:
 - (1) the fill is on pile-supported structures or is cantilevered over the water;
 - (2) the fill is the minimum necessary;
 - (3) the fill provides substantial public access and new bay surface area, at least equal to the fill area used for water-oriented commercial recreation and public assembly;
 - (4) the structures for which fill is to be used are located substantially on land; and
 - (5) an area of solid Bay fill, pile-supported structures or piers equal to or greater than the area of new fill is removed within the area covered by the Special Area Plan for the South Richmond Shoreline. (Continuing Policy)
- D. The City of Richmond should adopt appropriate land use regulations over private development including an ordinance which will apply to all areas subject to tidal action within the area covered by the Special Area Plan and to the 100-foot wide shoreline band excluding the shoreline band at the Inner Harbor Basin and on both sides of the Harbor and Santa Fe Channels.
- E. When portions of Redevelopment Project Area 11-A are rezoned, the Controlled Development Additive District (an existing zoning district within the Richmond Zoning Ordinance), should be applied by the City to the 100-foot wide shoreline band inland from and surrounding the Inner Harbor Basin to provide discretionary project review over this area.
- F. The City of Richmond, the Richmond Redevelopment Agency, the Surplus Property Authority, and the Port Commission of the City of Richmond should undertake only those public projects within the 100-foot BCDC shoreline permit zone which comply with the following standards* :

* These standards are not applicable to port uses in areas designated by BCDC for Port Priority Use and the immediately adjacent water areas. Nor shall these standards supersede any specific policies of the Special Area Plan, the Bay Plan or the McAteer-Petris Act.

1977 SAP



Policy Map 8: Marshes, Mudflats, and Riparian Woodlands

(1) Siting. Site all projects (including any construction, grading, excavation, or alteration of existing structures or land forms) to the maximum extent feasible so that:

1977 SAP

- a. Views of the Bay from public and upland areas would be provided, enhanced and protected;
- b. The impact, both physical and visual, of vehicles within the shoreline areas would be minimized;
- c. Fill in the Bay, mudflats, tidelands or marshes would be avoided, except for small amounts of fill for commercial recreation and recreation uses specifically designed to attract large numbers of people to enjoy the Bay and its shoreline. Any fill should consist of pile-supported cantilevered structures or structures floating at all stages of the tide and should be placed in accord with plans prepared by a professional engineer who states that the fill and structures on the fill would present no greater risk to persons or property than would be presented at inland, stable sites;
- d. Maximum feasible public access to and along the shoreline and the Bay would be provided;
- e. Uniform or terraced building sites which are substantially different from the existing land forms or the natural shape of the shoreline would not be created;
- f. Existing watercourses, native vegetation, established and mature trees and other woody vegetation, marshes and primary wildlife habitats would be protected and enhanced.
- g. Small amounts of solid fill may be allowed in order to improve shoreline appearance and provide public access.

(2) Design. Design all projects involving construction of structures to the maximum extent feasible so that:

- a. The pleasure and comfort of the user or viewer of the Bay and shoreline would be enhanced. To this end, design of waterfront development should include participation by professionals such as landscape architects, urban designers, and architects;
- b. The height, building material, color, roof characteristics, and setback of buildings and the landscaping around buildings would enhance the visual quality of the Bay and blend harmoniously with the natural setting and existing development.

1977 SAP

(3) Dredging. All projects involving new dredging of the Bay bottom or excavation of shoreline (including mudflats, tidelands, marshes, and all other areas subject to tidal action) should meet the following criteria:

1977 SAP

- a. The dredging would be for (i) creating a new area that is the minimum necessary size to safely provide water access to an approved use; (ii) removing Bay fill to create new water surface or marsh; (iii) maintaining an existing navigation channel, basin or area; or (iv) providing drainage for an outfall pipe or similar structure;
- b. The location and depth of dredging would minimize shoaling and the need for maintenance dredging; and
- c. A plan which complies with the requirements of the Regional Water Quality Control Board has been prepared for disposing of the initial dredging spoils and all subsequent maintenance dredging spoils for the life of the project.

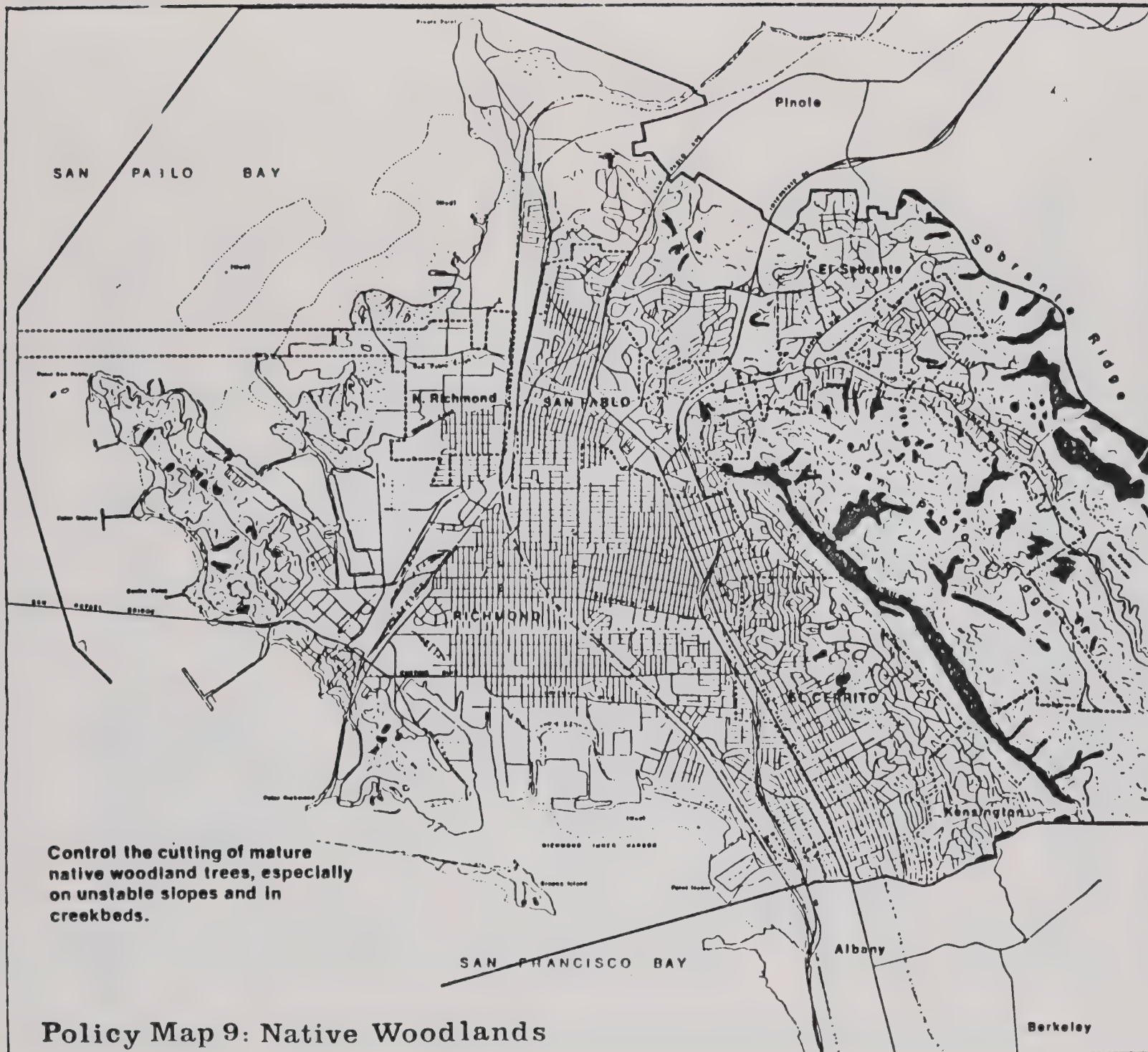
1977 SAP

6.11 Wildlife and Vegetation Policies.

- A. Minimize removal of vegetation in all new developments to preserve wildlife habitat and scenic beauty and to prevent soil erosion. In particular, the cutting of mature native woodland trees, especially on unstable slopes and in creek beds, should be controlled (See Policy Map 9). A revegetation plan should be required as part of all grading permits.
- B. Use native plant species for landscaping purposes wherever possible. Species such as French Broom and Cardoon, which invade plant communities, should not be used. Eucalyptus globulus should not be replanted in areas where they have been removed.
- C. Request the East Bay Municipal Utility District to study the effect on downstream vegetation of a reduced flow of water on San Pablo Creek. If the flow is reduced, the effect should be monitored by an appropriate agency, such as the State Department of Fish and Game. If harmful effects do occur, EBMUD should be requested to adjust its releases to the creek.
- D. Adopt flood control systems which maintain the natural qualities of the creeks as much as possible. In particular as much of the planted vegetation as possible should consist of native riparian woodland species. In addition, to offset losses of creek vegetation, the quality of existing riparian woodland should be improved by planting and other appropriate measures whenever possible.
- E. Protect specific habitats that are needed to prevent the extinction of any plant or animal species. In the Planning Area this

1973 OS/C

1973 OS/C



includes the salt marshes and the Castro Rocks; an area east of Mira Vista Country Club; and Sobrante Ridge. An area of relatively undisturbed brushland large enough to provide a habitat for the Alameda striped racer should also be preserved (See Policy Map 10).

1973 OS/C

F. Reserve habitats shown to be necessary for the preservation of rare plants as outlined on the maps prepared by the California Native Plant Society showing the distribution of rare plant species.

G. Unique plant communities and Wildlife habitats should be preserved. These should include:

(1) Particularly good examples of typical area habitats, which can be used for classroom study purposes. One such is the mixed evergreen woodland in Wildcat Canyon.

(2) Habitats which are unique or rare in the Planning Area, such as the native grassland community on Brooks Island. (Such unique natural areas are shown on Policy Map 11).

1973 OS/C

H. Evaluate any proposals for the use of San Pablo Peninsula, Point Pinole, and the waters around Castro Rocks with attention to their effects on the deer population, the Monarch Butterfly and the Harbor Seal. (Continuing Policy)

1973 CL

I. Urge that the tank farm areas on San Pablo Peninsula, whose secondary function is as open space, retain their natural topographic features and vegetation as much as possible. (Continuing Policy)

1973 CL

6.12 Marshes and Tidelands Policies.

A. Designate the small marsh adjacent to the Bayside shoreline near the south-eastern boundary of the Inner Harbor Area as a wildlife habitat and incorporate it into the beach proposed along the shoreline. Establish measures in the design of the shoreline that will protect the marsh area from unrestricted public use. (Continuing Policy)

1977 SAP

1977 SAP

B. Preserve the wildlife value of the open water south of Brooks Island and between Brooks Island and Point Isabel by discouraging filling or dredging there. (Continuing Policy)

1973 CL

1973 CL

C. The U. S. Army Corps of Engineers and any other agency having permit jurisdiction over the unfilled tideland areas north of Point Isabel should ensure that existing open water, marsh, mudflat and tideland areas will be protected to the maximum extent feasible.

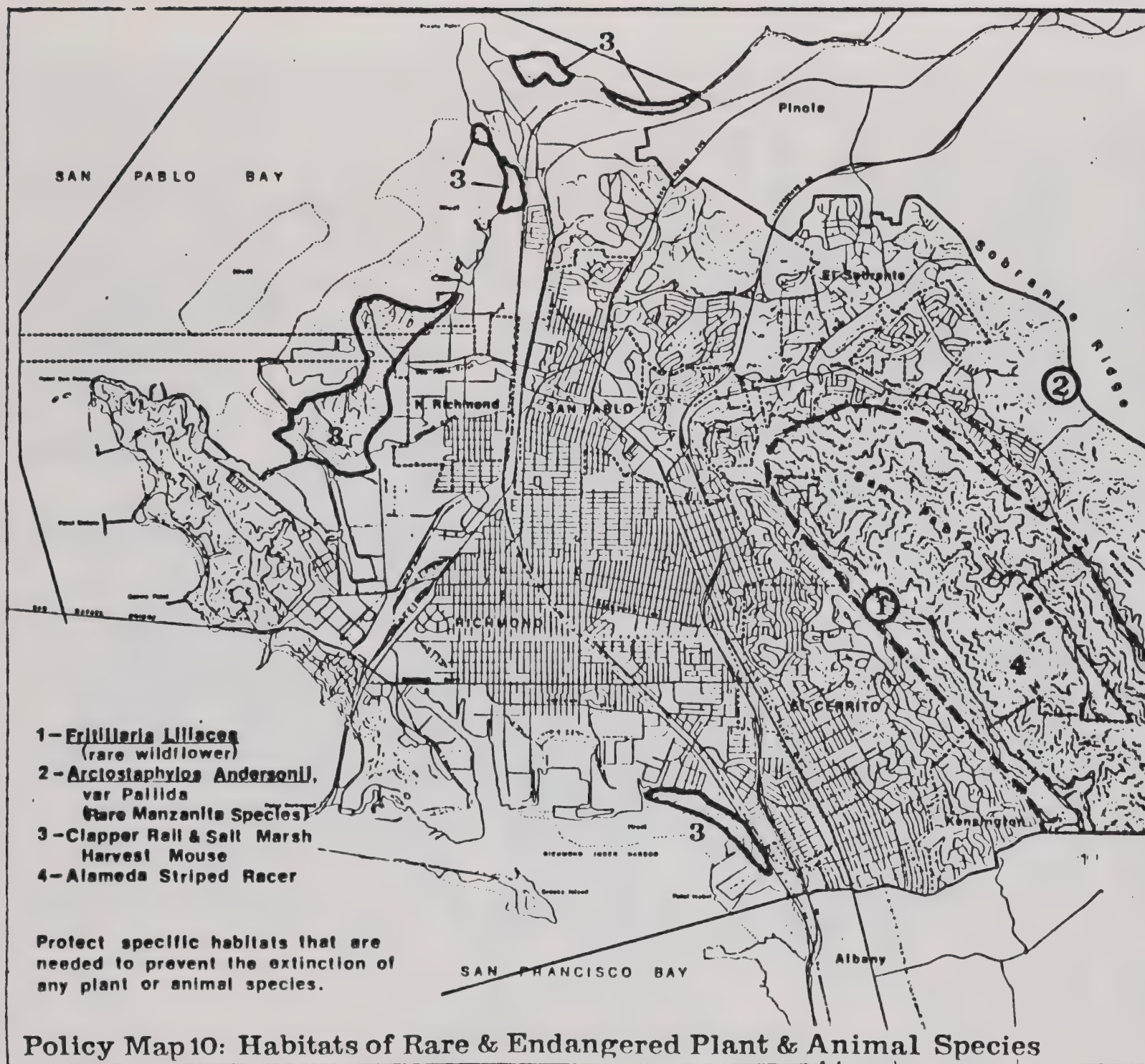
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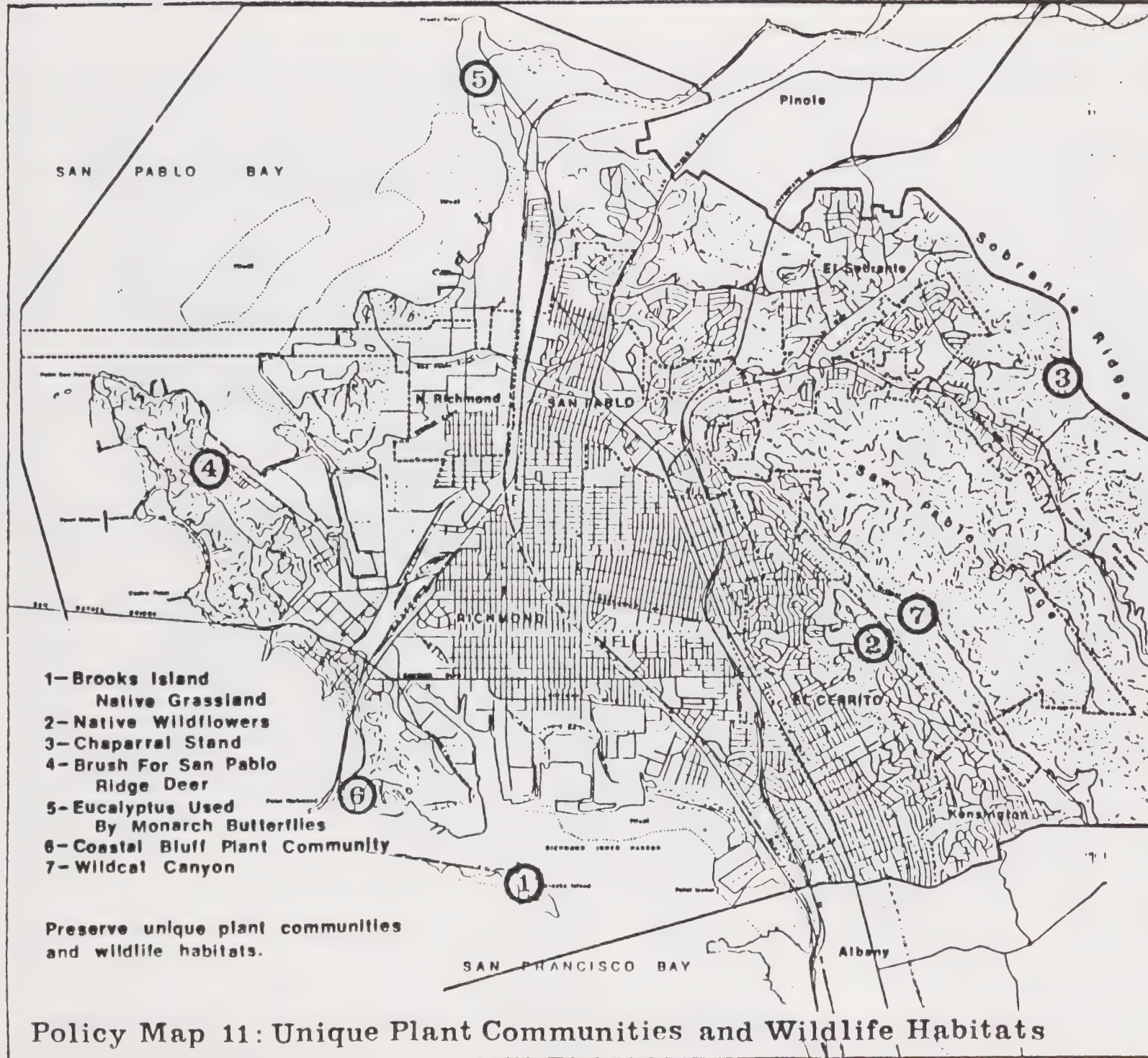
1977 SAP

D. Promote development of flood control works on Wildcat and San Pablo Creeks, ensuring that they preserve the existing marshes and riparian environment. (Continuing Policy)

1973 CL

1973 CL





6.13 Agriculture Policies.

- A. Agricultural use of the small area of prime farmland remaining in the Planning Area should be encouraged, at least as an interim use. 1973 OS/C
1973 OS/C
- B. Encourage the retention of the area between Parchester and North Richmond as agricultural land, as it also serves an important open space function, until it is scheduled for more intensive development. (Interim Policy) 1973 CL
1973 CL
- C. If an owner of grazing land finds that urban development is infeasible and wishes to retain his land for grazing purposes, he should be permitted to include it in the Agricultural Preserve Program and to de-annex his property from taxing districts which are intended to serve urban needs, such as sewage treatment and local parks. 1973 OS/C

6.14 Policies For Areas Required For Ecologic and Other Study Purposes.

- A. Natural areas shown on Policy Maps 13a and 13b, which are used for educational or other scientific purposes, are particularly important and high priority should be given to retaining them in their natural state.
 - (1) Areas used for nature study on publicly owned land should be preserved for that purpose.
 - (2) Unique natural areas should wherever possible be acquired by public agencies or preserved by other means. High priority should be given to acquiring sites near or adjacent to schools.
- B. Assistance should be given schools by appropriate agencies, such as the Soil Conservation Service and County Department of Education, in developing natural areas adjacent to the schools for study purposes.

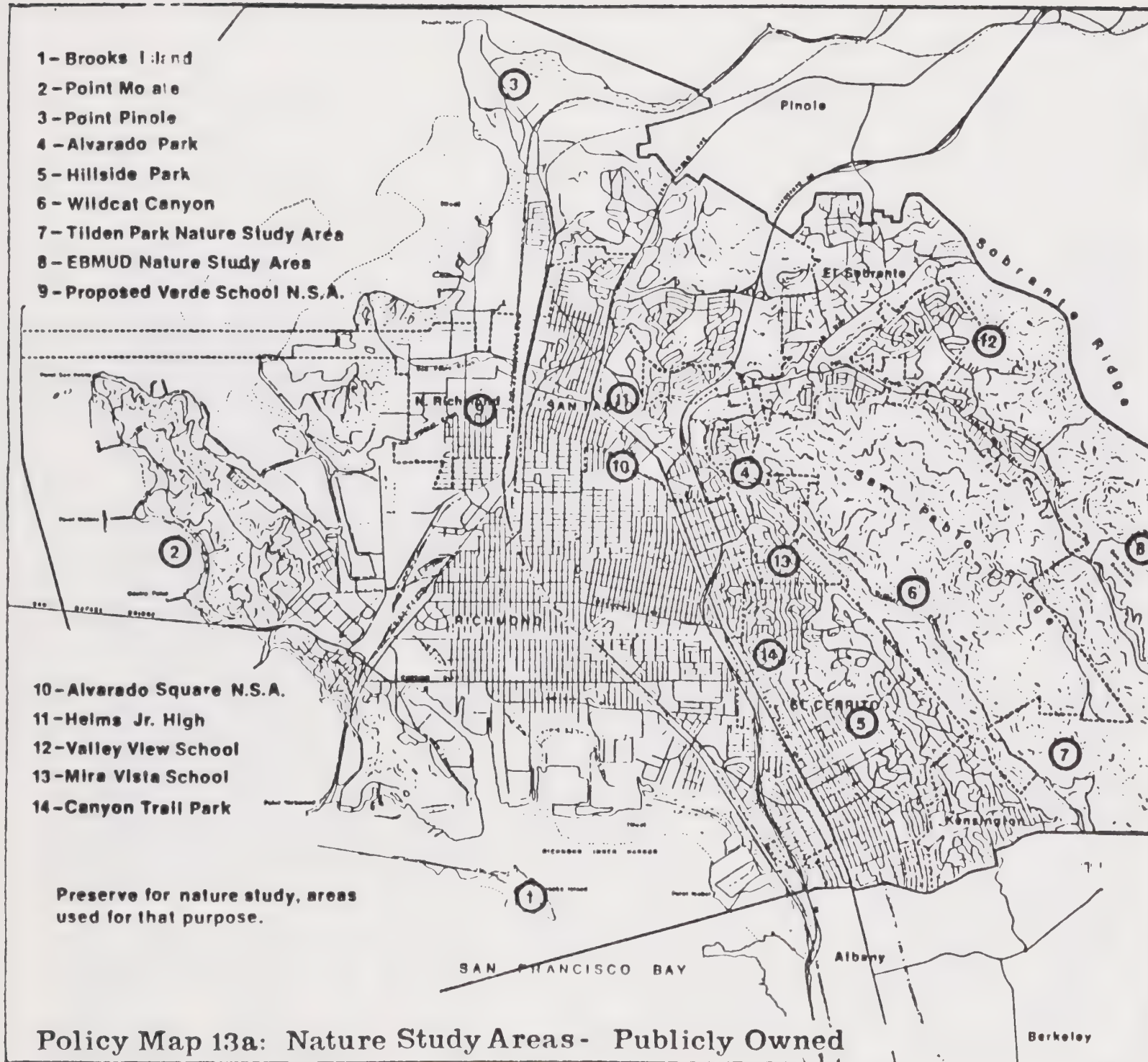
6.15 Archaeological and Historic Sites Resources.

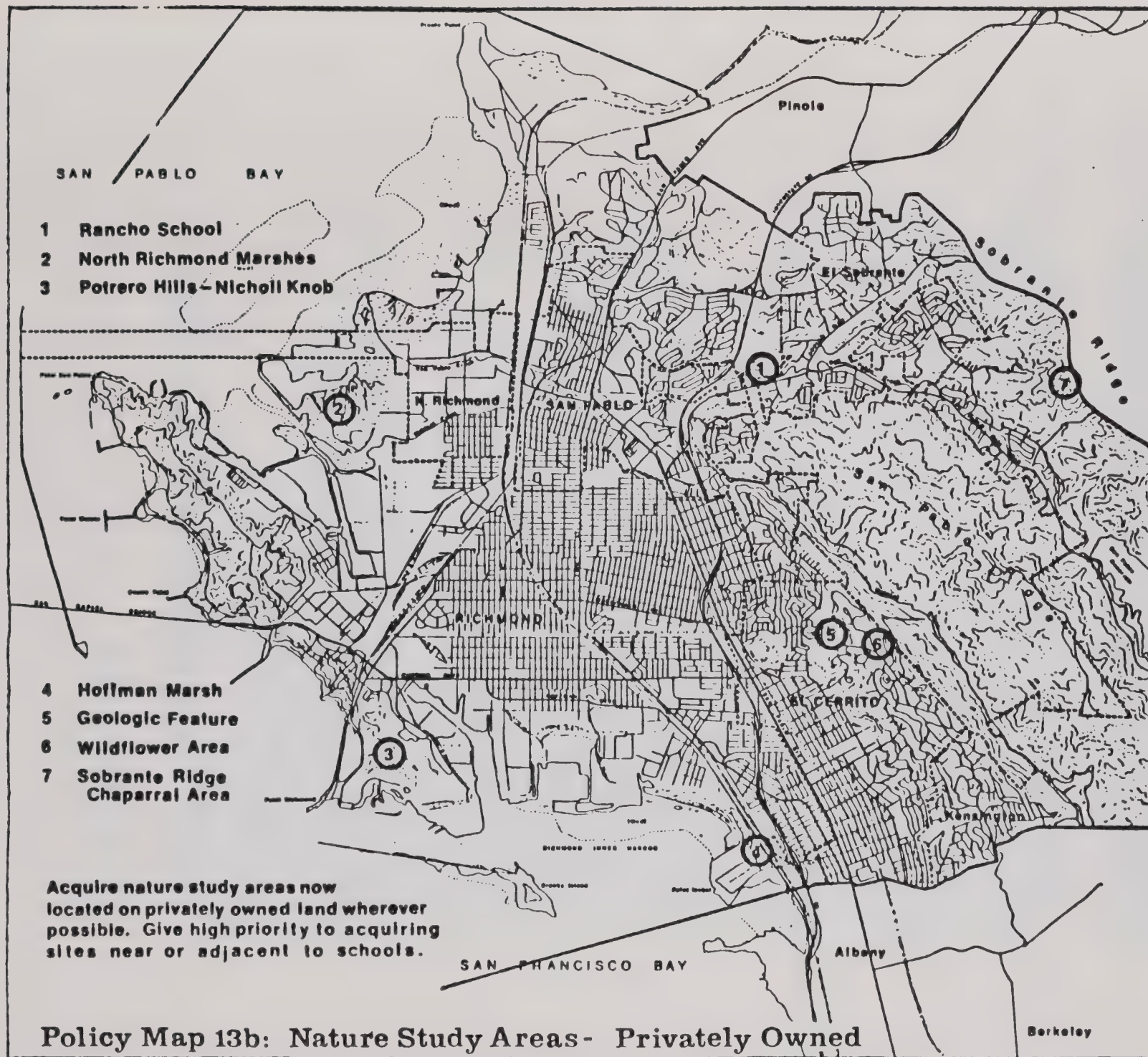
While West Contra Costa County is relatively young compared to areas in the eastern part of the United States, it contains numerous sites and structures of historic, architectural, or cultural merit. Most of these sites are owned by private parties, and many are worthy of preservation.

Some of the recognized historical sites are indicated on the General Plan. However, these few sites do not include all the culturally significant sites in the area; for instance, numerous architecturally significant buildings should be recognized as representing various building styles.

1973 OS/C

Source: 1973 OS/C





A. Policies.

- (1) Make a survey to determine the presence of sites on publicly owned land, and sites qualifying should be nominated for placement on the National Register. The Municipalities of Jurisdiction should offer to assist private owners of qualifying sites in placing them on the Register. 1973 OS/C
- (2) Formulate a plan for interpretive facilities on specific sites. Sites near local and regional recreation areas should be preferred. Sites should be included in parks, trails, and other facilities whenever possible. An archaeological museum on San Pablo Creek would provide a service to the entire West Contra Costa area and should be strongly supported by all area agencies. Any application for funds to construct the museum should be given high priority by appropriate state and federal agencies.
- (3) Require a survey by a qualified archaeologist prior to new development in areas shown on specific city maps as possible archaeological sites*. If sites of archaeological significance are present, the developer should be encouraged to include them as part of required open space. If, however, the sites must be destroyed, the developer should be required to refrain from excavation of the site to allow for salvage.
- (4) Allow no digging in known Indian cemeteries. A permit from the appropriate city should be required before the start of any other archaeological excavation. Each such application for a permit should be reviewed by a committee that includes a representative of the city, a representative of a local educational institution, and a representative of a local Native American organization. A permit may be issued if the digging would serve a bonafide educational purpose and if known gravesites would be avoided. 1973 OS/C
- (5) Designate the Winehaven buildings at Point Molate, the remains of the brickworks at Brickyard Cove, the site of the last United States whaling station at Point San Pablo and the old Fire House at Point Richmond as historic landmarks and urge that development at or near them respond to their character and setting. (Continuing Policy) 1973 CL

* Note: Because of the danger of vandalism of sites, maps of specific archaeological sites have not been released to the public. 1973 OS/C

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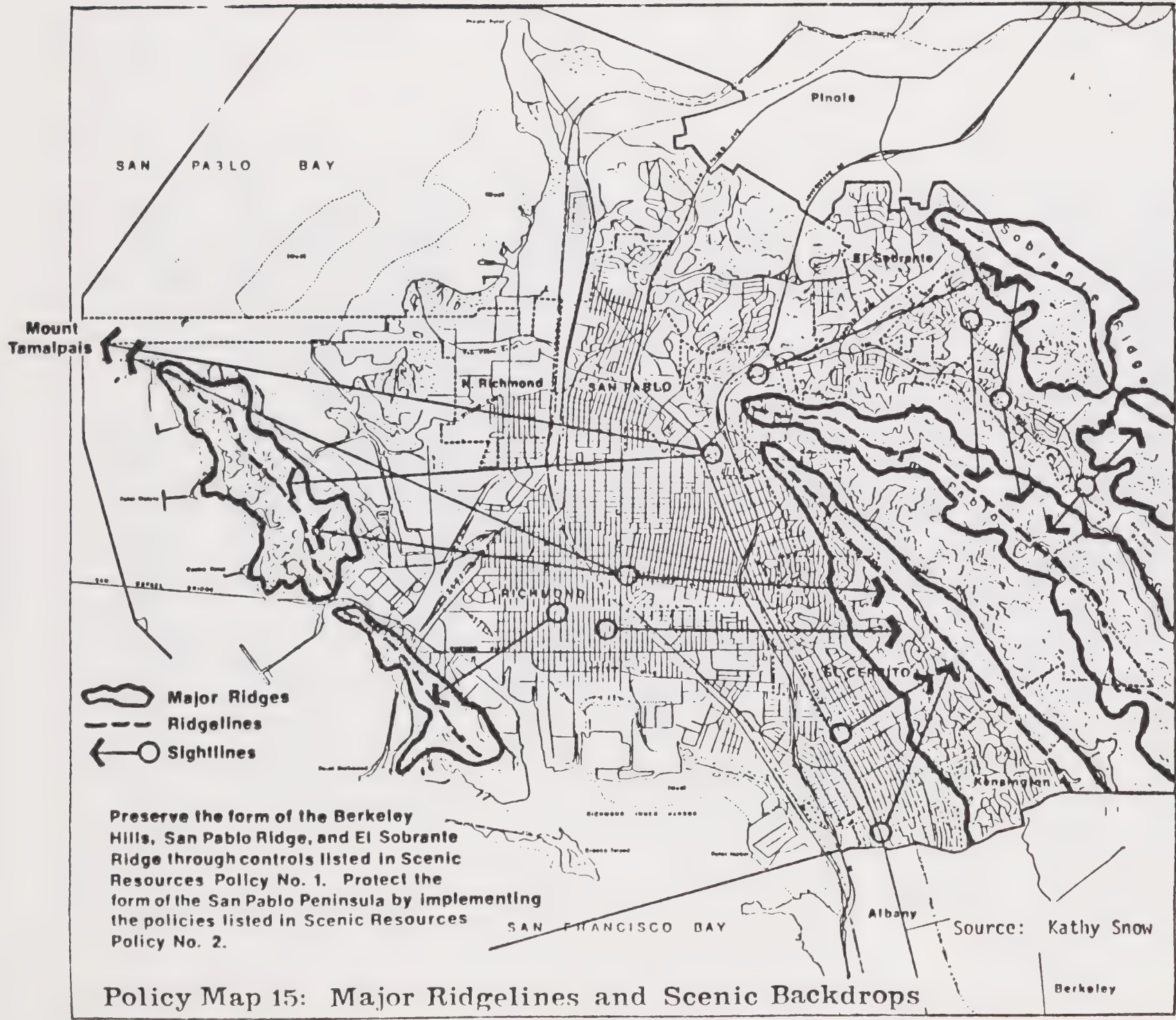
6.16 Scenic Resources Policies.

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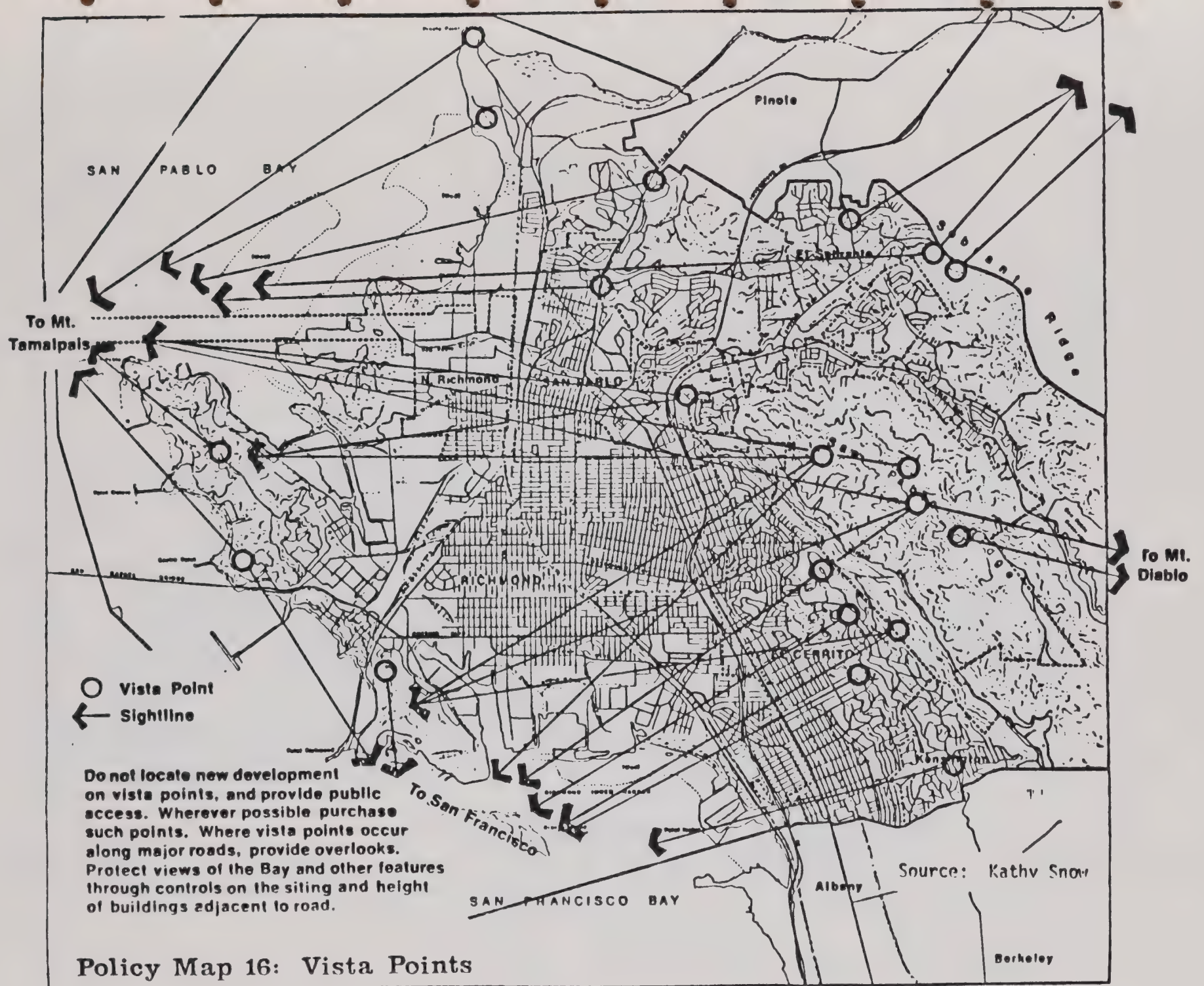
- A. Preserve the form of the Berkeley hills, San Pablo Ridge, and El Sobrante Ridge through controls on the height and siting of buildings on the ridge slopes; controls on the amount of cut and fill on ridge slopes, regulating the placement of utility crossings, and limiting the removal of vegetation (Policy Map 15).
- B. Property owners should be urged to utilize the services of expert landscape architects in siting of additional tanks and altering the landscape to protect the form of the San Pablo Peninsula and to make it a credit to the Area. Means utilized might include:
 - (1) Locating tanks or other structural features below the ridge-line.
 - (2) Creating sculpted earth berms that blend with the natural topography to screen large concentrations of tanks from view.
- C. Utilize to greater advantage for regional recreation purposes the inspiring land forms and shoreline vistas of the sloping lands on San Pablo Peninsula west of the San Rafael Bridge.
- D. Protect the vista points shown on Policy Map 16; new development should not be located on these and public access should be provided. Wherever possible such points should be purchased and included in a trail system, scenic highway or park. Where vista points occur along major roads, overlooks should be provided. Views of the Bay and other features should be protected through controls on the siting and height of buildings adjacent to roads.
- E. Preserve and enhance the potential landmark character of San Pablo and Wildcat Creeks. Some methods might include establishing building setbacks; providing more public access points, replanting creek channels with distinctive native vegetation.
- F. Preserve existing vegetation features (Policy Map 17). Planting of new vegetation, especially of native plants, should be encouraged where such plantings would help to define important areas and features, such as public buildings, parks, creeks and coastline.
- G. Increase and enhance views of the coastline by means such as: limiting building heights near the water's edge; staggering the siting of buildings to minimize blockage of views; opening up views by clustering structures and increasing street setbacks; creating a coastline drive with viewpoints; encouraging industrial developments to cluster and screen their structures.
- H. Preserve the natural character of Wildcat Canyon (Policy Map 18). The following methods may be utilized: limiting the height of buildings; prohibiting structures and major cuts along ridge crests; clustering development and utilities in low points;

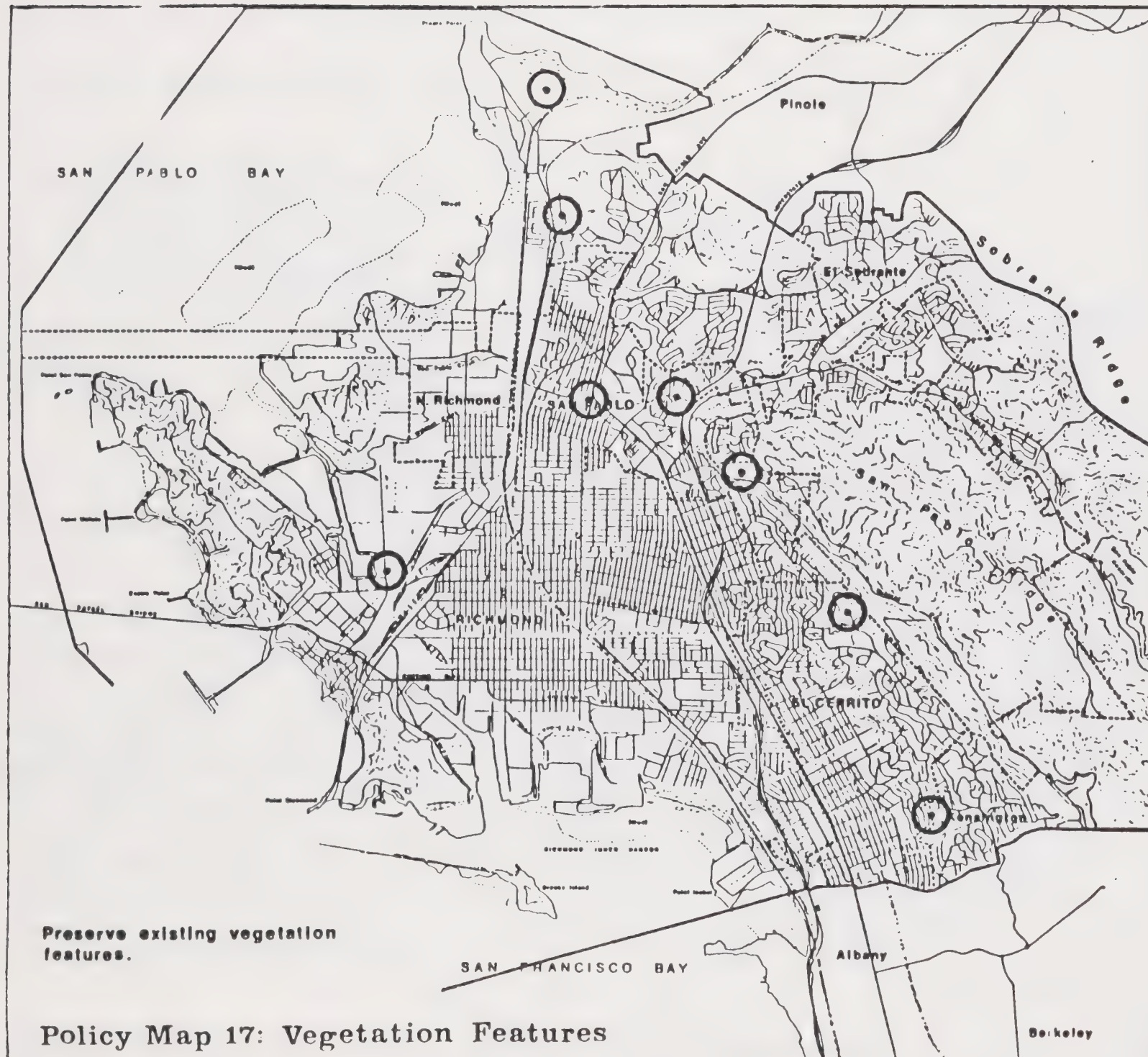
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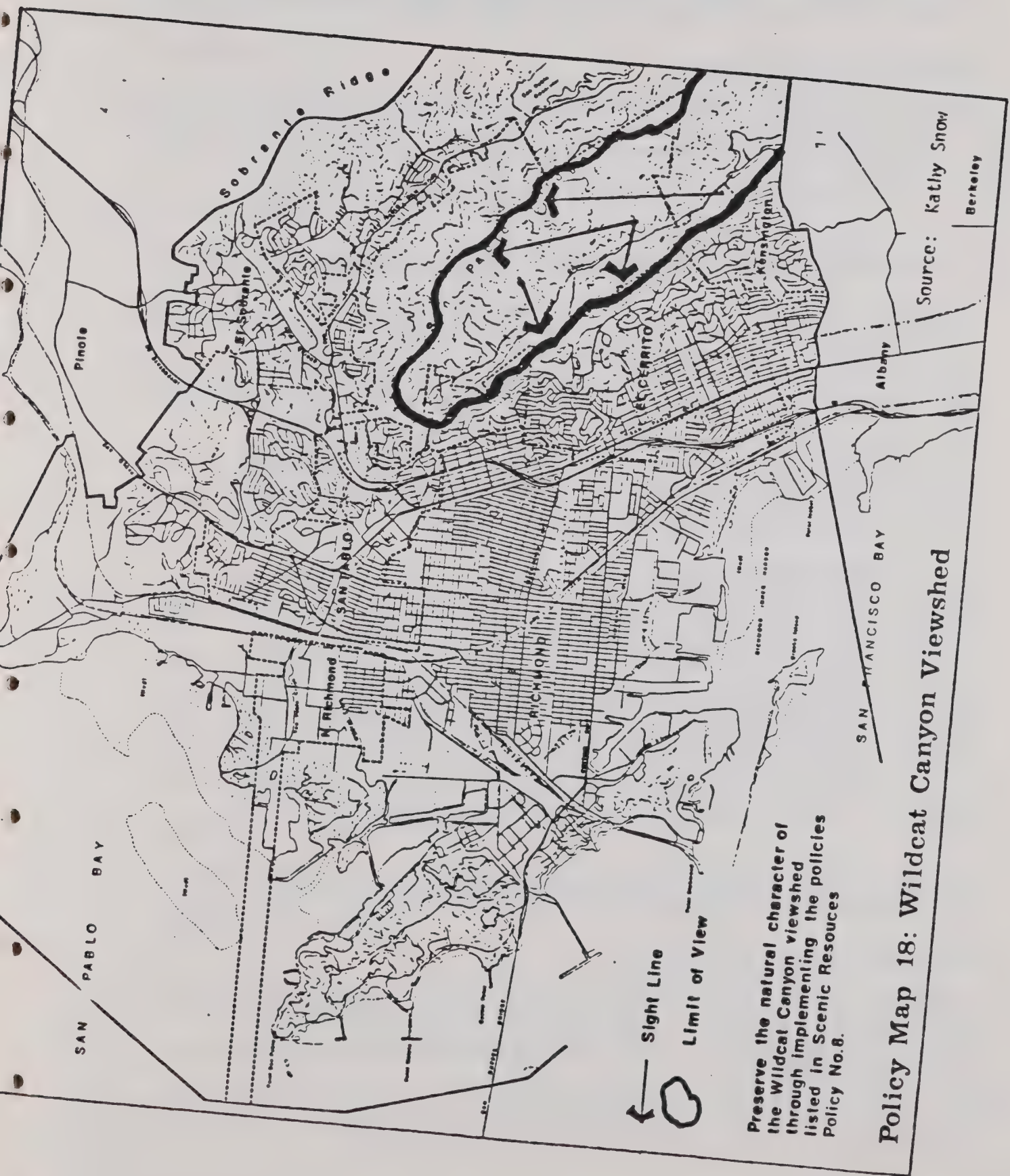
Source: 1973 OS/C



Policy Map 15: Major Ridgelines and Scenic Backdrops







controlling color and material of structures, requiring buildings to be screened from park; prohibiting development along Wildcat Creek; and minimizing removal of native vegetation.

1973 OS/C

6.17 Open Space Action Program.

The legislation requiring that an open space and conservation element be adopted also requires that an action program be included to implement it.* This means that planning for open space cannot end with general proposals, but must specify actions needed to achieve open space proposals. It is the purpose of this section to comply with this requirement.

A. Conformance of Zoning to the Open Space and Conservation Elements.

Section 11526 of the Business and Professions Code specifies that "No city or county shall approve a tentative or final subdivision map unless the governing body shall find that the proposed subdivision, together with the provision for its design and improvement, is consistent with applicable general or specific plans of the city and county." This concept is emphasized in the legislation referring to open space plans. In particular, Section 65567 of the Government Code states "No building permit may be issued, no subdivision map approved, and no open space zoning ordinance adopted, unless the proposed construction, subdivision, or ordinance is consistent with the local open space plan."

For purposes of complying with this section of the law, the several different types of open space designated on the Open Space and Conservation Plan map will require different zoning districts. Preservation areas generally can be covered by Special Features Additive Districts which identify the features to be preserved. Open Space for Outdoor Recreation should be zoned Community Reserve. Open Space for Outdoor Recreation combined with Open Space for Public Health and Safety should be zoned either as Community Reserve, or as large lot additive districts to permit only very low density development. Open Space for Public Safety, in the case of very large sites, could also be zoned Planned Area District to permit limited development of safe portions of such sites.

In order to meet the State law requirements, zoning changes should be instituted, where necessary.

B. Amendments to Local Ordinances.

undertake a comprehensive review of local building codes, grading ordinances, subdivision ordinances, and zoning ordinances to ensure they conform with policies of the General Plan. Adopt necessary changes.

* California Government Code, Article 10.5, Section 65564.

1973 OS/C

Investigate the possibility of adopting new ordinances, such as an ordinance to preserve archaeological sites.

1973 OS/C

C. Williamson Act Lands.

Encourage retention of agricultural uses, by adopting the Agricultural Preserve Program for property shown as open space whose owners wish to retain it as agriculture. Extend the program also to wildlife habitat areas and submerged areas shown as open space.

D. Use of Scenic Easements.

The city should encourage the granting of open space easements in open space areas, and should accept such easements when offered.

E. Environmental Impact Reports (EIR).

Any actions which are found to be contrary to the Open Space and Conservation Plan should be discussed specifically in each environmental impact report prepared by the city.

F. General Plan Compatibility.

Review all public projects for consistency with this plan as early as possible so as to minimize wasted effort on projects deemed not to be in conformance.

Ensure that this mandatory referral process is utilized by all governmental projects prior to any authorization.

G. Intercity Cooperation.

Urge that the cities of Richmond, San Pablo and El Cerrito initiate cooperative studies in matters recommended in the Open Space and Conservation Plan, including questions of uniform park and recreation standards; uniform storm drainage standards; and a master drainage plan for the San Pablo-Wildcat Creek watersheds.

H. Programs of Community Education.

Prepare a packet of information to give to applicants for building permits, including information regarding earthquake faults, unstable soils, other soil problems, flooding, eroding creekbanks, fire hazard and the like.

Investigate ways to supply purchasers of real property with similar information.

I. East Bay Regional Park District (EBRPD).

Urge the East Bay Regional Park District staff to give high priority to proposed park acquisitions in the Planning Area.

1973 OS/C

Open space lands received through dedication adjacent to EBRPD property should be offered to the Park District to protect the viewsheds of the facility wherever possible.

1973 OS/C

Encourage the Park District to institute an advertising program to ensure that members of the public are aware of all the District's facilities.

J. East Bay Municipal Utility District.

Express the concerns of the cities of Richmond, San Pablo and El Cerrito regarding mitigation measures for the American River Project; preserving the quality of the Sacramento-San Joaquin Delta; water reclamation; and water rates.

Request EBMUD to study the effect of the Sobrante recycling facility on downstream vegetation in San Pablo Creek.

K. Contra Costa County Flood Control District and Army Corps of Engineers.

To implement the Plan, communicate to the Army Corps of Engineers and to the County Flood Control District policies included in the Open Space and Conservation Plans, and urge them to assist in implementing those policies.

L. Richmond Unified School District.

Gain the cooperation of the School District in retaining areas adjacent to schools for nature study areas and in developing such areas for nature study where possible.

M. Tax Assessor's Office.

The City should urge the County Tax Assessor to assess areas shown as open space on the General Plan at their value as open space.

1973 OS/C

N. Public Agencies Which Affect Local and Regional Open Space.

Urge that all public bodies whose policies affect local and regional open space develop a mechanism of cooperation to integrate their disparate policies into a longrange guide for the maintenance and preservation of local and regional open space. (Continuing Policy)

1973 CL

O. Intergovernmental Environmental Resource Management.

Initiate, with the participation of affected local, regional, state and federal agencies and including adjacent cities and counties, studies directed at the formation of a structure of intergovernmental participation in environmental resource management. Elements of such studies would include definition of each agency's interests and responsibilities in environmental manage-

1973 CL

ment; definition of the effect of decisions made within each agency, city and county on the natural environment; the geographic area affected by each level of decisionmaking; and the constraints which each participant places on the others by its policies. (Continuing Policy)

1973 CL

P. Interim Procedure for Environmental Resource Management.

Initiate a procedure for informing local, regional, state and federal agencies of the environmental resource management policies of the City until a mechanism for inter-governmental resource management is devised. Urge that such agencies communicate plans for their actions on the local environment to the City so that their actions and policies can be integrated with the City's. (Interim Policy)

Q. Public Acquisition of Open Space.

Encourage the expansion of public open space in Richmond through its acquisition by public bodies, solicitation of gifts and grants, and by other means. (Continuing Policy)

R. Public Incentives for Maintenance of Private Open Space.

Encourage the owners of private open space to maintain it and free it for public use, even in limited amounts, wherever possible and practical. Devise public incentives, such as tax incentives or reassessments, for maintenance of private open space. Access to private open space could be provided through easements, short-term leases, by private railroad and by other means. (Continuing Policy)

1973 CL

6.18 Policies on Public Access To the Bay.

A. Policies.

(1) Provide access to parks, including public transportation, hiking trails, and biking trails, for those who do not own automobiles, to ensure that all residents are able to utilize the regional parks.

1973 OS/C

1973 OS/C

(2) Urge the development of public access points in order to make Richmond's open space visible to large numbers of people. (Continuing Policy)

1973 CL

(3) Require that all new major waterfront developments provide a reasonable degree of free permanently guaranteed access to the shoreline, with adequate links to inland areas. This is to be accomplished through City review and control of the siting and design of developments to ensure that shoreline land is accessible and available for public use. Such control may involve requiring the dedication of fee title or

1973 CL

easements where appropriate at no public cost. (Continuing Policy)

1973 CL

(4) Encourage free public access to the Bay, even in limited amounts, in areas of existing development. This is to be achieved through cooperation of private property owners and may mean some financial commitment from the public sector. Accessways may be provided through developed areas, around them, or between them to reach points along the shoreline. Public paths may stretch along the shoreline where feasible, winding around developed areas or structures if necessary. (Continuing Policy)

(5) Encourage development of special facilities to provide public access where ordinary trails and paths are impractical or where free public access would create a safety hazard. (Continuing Policy)

a. In marshland conservation areas, reserve sites for boardwalks and observation points;

b. In heavily industrialized or hazardous areas, urge development of observation towers or other facilities physically separated from other activities, but permitting physical or visual access to the shoreline and activities bordering it.

(6) Initiate and carry through coordinated planning to provide public access at points along Richmond's southern shoreline, from Point Isabel to and including the Inner Harbor Basin, at the earliest stages of planning for new development. (Continuing Policy)

1973 CL

(7) Require property owners, as part of any project approval process, to provide maximum feasible public access to the shoreline in the following locations, among others:

1977 SAP

a. The southern shoreline of Point Isabel south of Central Avenue to the County line.

b. The peripheral shoreline areas beyond the Stege Sanitary District's sewage treatment plant at the southwestern corner of Point Isabel.

c. Through or around the KNEW Radio transmission site and along the shoreline of the Santa Fe-owned vacant land between KNEW and the East Bay Regional Park property.

d. The existing Santa Fe landfill of approximately 18 acres immediately north of Point Isabel.

e. The Santa Fe railroad right-of-way between Point Isabel and the Inner Harbor Basin Area.

1977 SAP

f. Other lands immediately adjacent to and surrounding the Hoffman Marsh. (Continuing Policy)

1977 SAP

- (8) Require, as a condition of development, provision of a pedestrian and bicycle link along the shoreline should any of the Point Isabel area shoreline be developed for other than park use. Devise public incentives and controls wherever possible for maintenance of private open space. Permit public access only to the edges of adjacent marshes along this trail. (Continuing Policy)
- (9) Protect the hike/bike path from physical and visual intrusion by all forms of motorized vehicles to the greatest extent possible. Encourage provision of motor vehicle access at Point Isabel and the Inner Harbor Basin, with use of the trail itself restricted to pedestrians and bicycles. (Continuing Policy)
- (10) Establish specific open corridors as links between Richmond's most urbanized areas and the waterfront. (Continuing Policy)
- (11) Encourage the use of several alternate ways for the public to reach the shoreline. (Continuing Policy)
 - a. Urge that bus routes connect population centers and BART terminals in Richmond with shoreline points of interest, such as Point Pinole and Point Molate;
 - b. Encourage passenger service on the Castro Point Belt Line railroad to Point San Pablo and on the rail loop extending around the Point Petrero Peninsula (see Plate 9);
 - c. Require adequate provisions for car and bicycle parking at shoreline public access points. Vary the amount of parking space according to the size of the public access area;
 - d. Encourage the development and designation of bicycle, hiking and horse trails both leading to shoreline access points and extending along the shoreline where feasible.
- (12) Ensure that the design of the Hoffman Freeway includes provision for bike paths and bicycle and pedestrian crossings. (Continuing Policy)

1977 SAP

1973 CL

1973 CL

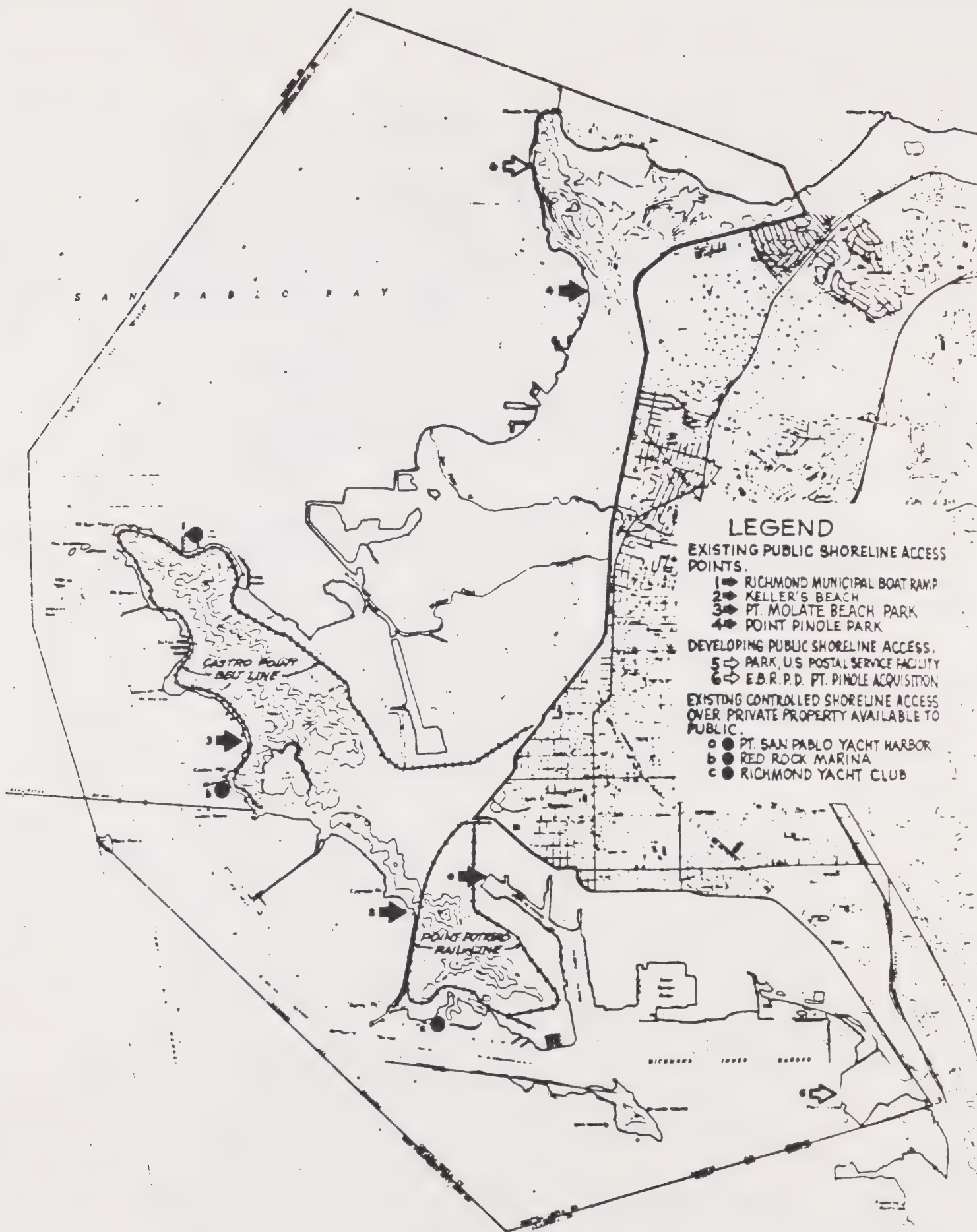


PLATE 9
PUBLIC SHORELINE ACCESS

Source: 1973 CL

7.00 TRANSPORTATION/CIRCULATION ELEMENT.

7.01 Legal Requirement.

The California Government Code, Section 65302, provides that:

1982 PL

"the plan shall include the following.

A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

1982 PL

7.02 Transportation/Circulation Goals.

The primary goal of the interrelated transportation system is to offer convenient access, efficient traffic movement, and facilities that are attractive and harmonious with their surroundings.

1964 GP

7.03 Transportation Planning Principles.

The following principles have guided the development of the plan for transportation facilities:

- A. The transportation plan should relate systematically to all of the other elements of land use and public facilities and should provide the basic linkages between these elements.
- B. All transportation facilities including thoroughfares (freeways, major and secondary thoroughfares, landscaped thoroughfares, scenic drives), railroads, transit, and water and air transportation should form an integrated transportation network serving the entire Planning Area.
- C. The transportation network and facilities, in addition to transporting people, goods and communications, should contribute to and enhance the visual appearance and the livability of the area.

7.04 Thoroughfares.

A. Characteristics.

The intent of this plan, in keeping with the goals and principles outlined earlier, is to develop a complete network of freeways and thoroughfares which, supported by mass transit facilities, will serve the whole Planning Area. The facilities are not based only on design standards but also on the relationships between land use areas and facilities. Traffic capacities and traffic volumes will vary throughout the circulation network and over time.

Five categories of thoroughfare facilities are shown in the plan: freeways, major thoroughfares, secondary thoroughfares, landscaped

1964 GP

thoroughfares and scenic routes. The characteristics of each category are described below.

1964 GP

Freeway - A divided highway providing for high-speed movement of large volumes of through traffic. Opposing traffic flows are completely separated by a median strip, access is fully controlled with ingress and egress permitted only at specific points, and all crossings are grade-separated. Freeways generally provide two to four traffic lanes in each direction. Dividing median strips, shoulders and slope easements should be appropriately landscaped.

Major Thoroughfare - An arterial highway which serves large volumes of traffic between communities and between other land use areas and facilities which generate large amounts of traffic. Major thoroughfares desirably have a median dividing strip and generally provide four traffic lanes plus two parking lanes. Entering traffic is controlled by stop signs or signals. Access to abutting property may be controlled. Railroad crossings should be grade separated.

Secondary Thoroughfare - A highway which serves as a connection between major land use areas and facilities and between major circulation elements such as freeways, major thoroughfares and transit stations. Secondary thoroughfares have two or more moving lanes of traffic and intersecting traffic is controlled by stop signs or traffic signals. Access to abutting property is not generally controlled.

Landscaped Thoroughfare - Thoroughfares and freeways which are appropriately landscaped in order to make them compatible with their surroundings, in order to buffer and protect neighboring uses from intrusion of noise, dust and lights, and to make driving on the arterials more convenient and pleasing.

1964 GP

Scenic Route - A scenic route is a road, street or freeway which traverses a scenic corridor of relatively high visual value or a road that serves as an important visual or functional feature. It consists of both the scenic corridor and the public right-of-way.

1975 SR

The scenic corridor is the area that extends beyond the scenic route right-of-way and is of sufficient scenic quality to warrant development controls to preserve or enhance its scenic qualities. The width of the corridor will vary depending upon the terrain of the area, development adjacent to the right-of-way and the extent of natural features which are to be preserved.

Routes designated as Scenic Routes, and policies relating to the same, are discussed in detail in the "Scenic Routes Element" of this General Plan.

1975 SR

B. Freeways.

The freeway network consists of the following existing and proposed freeways:

1964 GP

Eastshore - I.S. 80 - This is an existing fully developed freeway which is approximately 8 miles in length in the Planning Area. From McBryde Avenue to the southern limits of the Planning Area this freeway has been developed in accordance with a "landscaped freeway agreement" which specifies a high standard of landscaping by the Division of Highways and strict controls on roadside advertising by the city. A similar agreement will be sought for the remainder of this freeway.

Hoffman Freeway - This route is approximately 6 miles in length and extends from the county line near Central Avenue to the Richmond San Rafael Bridge. This route provides a connection to the Richmond-San Rafael Bridge for traffic coming from the south and serves as a primary route into the industrial areas of Richmond. It generally follows Hoffman Boulevard until it reaches the vicinity of 12th-13th Streets where it curves northwesterly to Virginia Avenue, following generally along this alignment to the Bridge.

Northwest Freeway - The length of this freeway in the Planning Area is approximately 1 mile, extending from the Hoffman Freeway near 2nd-3rd Streets to the Castro Street end of the North Richmond Access.

Outer Eastshore Freeway - This freeway starts from an interchange with the Hoffman Freeway at Central Avenue and extends southward to the City of Oakland. Only a fractional mile of this route is located within the Planning Area.

C. Freeway Policies.

(1) Designate all freeways as landscaped freeways and plant and maintain them as such with particular attention to:

- a. Interchange landscaping to avoid broad barren areas;
- b. Landscaping of sufficient depth between freeways and nearby uses, particularly residential and public use areas, to reduce noise and dust intrusion from the freeways;
- c. Landscaping of cuts, fills and embankments to soften the mechanical appearance of such elements and make them fit the natural landscape.

(2) Depress all freeway rights-of-way wherever practical in locations that pass by residential areas or by areas containing high concentrations of people.

1964 GP

- (3) Provide all freeway with rights-of-way wide enough to permit adequate buffering against noise, dust and lights, and to permit cut and fill slopes of gradual rather than abrupt appearance.
- (4) Size and lay-out all freeway rights-of-way to recognize and take advantage of interesting and important features of landscape and topography. For example, mature stands of trees, wooded stream beds, noteworthy buildings, and so forth, should be retained to become a part of the visual freeway experience rather than being cut down, filled in, or demolished and paved over.

D. Major Thoroughfares.

The network of major thoroughfares is designed to serve three basic purposes:

- To open new areas of development;
- To provide needed routes to connect with freeways or other arterials; and
- To route traffic around residential neighborhoods which suffer from the intrusion of large volumes of non-residential traffic.

(1) City-County Thoroughfare System.

Several of the major thoroughfares meet criteria established by the Contra Costa County Board of Supervisors as a basis for inclusion as part of the City-County Thoroughfare System. These criteria include the following:

- a. Provides an important lateral connection between elements of the State System;
- b. Provides for continuity of travel through or around an urban area from rural elements of the major circulation network;
- c. Provides point service to a community not otherwise served by the major circulation network; and
- d. Provides a connection between major traffic generators, i.e., major recreational area, commercial center, shipping point, residential area, industrial center.

(2) Existing Thoroughfares.

Principal north-south thoroughfares are San Pablo Avenue, 23rd Street, Marina Way (14th Street) and Harbor Way (10th Street),

Hilltop Drive, Carlson Boulevard, Hoffman Boulevard, and Arlington Boulevard. Principal east-west thoroughfares are Macdonald Avenue, Barrett Avenue, Cutting Boulevard, Hoffman Boulevard, and San Pablo Dam Road.

1964 GP

Characteristically, the existing major thoroughfares are so classified because of the traffic volumes being carried rather than the quality of development, control of access or other typical thoroughfare features. Most of the arterials are city streets or county roads which have become thoroughfares because of location rather than because they were designed as thoroughfares. Several of these have but two traffic lanes through part of their length although they carry significantly high volumes of traffic.

- (3) New Thoroughfares. - New major thoroughfares are outlined below:

Improvements to San Pablo Avenue, Carlson Blvd., 23rd Street, Marina Way (14th Street) between Barrett and Cutting, 13th Street north of Esmond Ave., Garrard Blvd., Castro Road, Western Drive, Cutting Blvd., Macdonald Ave., Barrett Ave., and Rheem Ave.
Wildcat Canyon Parkway
North Richmond Access
San Pablo Avenue improvement
Appian Way Network (Appian Way, Valley View Drive, Simas Avenue, Hilltop Drive)
San Pablo Dam Road improvement
Castro Ranch Road
El Cerrito Network (San Pablo Avenue, Arlington Blvd., Fairmount Avenue with extension to Arlington Blvd., and Central Avenue)
San Pablo Network (San Pablo Avenue, San Pablo Dam Road, 13th Street, Rumrill Blvd., Broadway, Road 20, and Hilltop Drive)

E. Secondary Thoroughfares.

- (1) In Wildcat Canyon three secondary thoroughfares are proposed to serve as connections between Wildcat Canyon Parkway and Ridge Top Parkway.
- (2) In the El Cerrito area the following secondary thoroughfares supplement the major thoroughfares: Colusa Avenue, Avis Drive, Moeser Lane, Potrero Avenue, and Cutting Boulevard between San Pablo Avenue and Arlington Boulevard.
- (3) In the Inner Harbor Industrial Area two secondary thoroughfares are intended to service, principally, the new multi-use development in the area: One secondary thor-

1964 GP

oughfare extends from the proposed Hoffman Freeway interchange at 23rd Street and the other is an extension of Marina Way (14th Street).

1964 GP

- (4) Thirty-seventh Street is designated as a secondary thoroughfare between Carlson Boulevard and Barrett Avenue.
- (5) Point Richmond will be served by a secondary thoroughfare which follows Garrard Boulevard south of Hoffman Freeway, looping around to reach the boat harbor and Brickyard Cove and returning to Cutting Boulevard along Richmond Avenue.
- (6) In the San Pablo area Market Avenue, Church Lane, Parr Boulevard, Broadway west of San Pablo Avenue, and Giant Road are secondary thoroughfare routes.
- (7) In the Point Pinole Area, Giant Highway is proposed to be extended west of the Santa Fe Railroad, looping around to connect to San Pablo Avenue in the vicinity south of Montalvin Manor.

Existing secondary thoroughfares indicated are:

Ashbury Avenue	37th Street
Avid Drive-Colusa Avenue	Market Street
Moeser Lane	Church Lane
Potrero Avenue	Broadway (west of Rumrill)
Cutting Boulevard (east of San Pablo Avenue)	

1964 GP

F. Thoroughfare Policies.

- (1) Promote early construction of the North Richmond Access, a major thoroughfare, to eliminate truck through-traffic in the North Richmond neighborhood and to attract industry to nearby areas. (Continuing Policy)
- (2) Support the earliest possible construction of both the Hoffman Freeway and the Northwest Freeway, which will link the Hoffman Freeway to the North Richmond Access. (Continuing Policy)
- (3) Develop Harbour Drive as an easterly access route to serve motorists destined to arrive and depart from the Inner Harbor Basin Area. (Future Policy)
- (4) Determine the alignment and design of the proposed Harbour Drive on the basis of a detailed study which considers the following factors:

1973 CL

1973 CL

1977 SAP

1977 SAP

- a. An alignment which would involve filling portions of the Bay and marshes would have the greatest adverse environmental impact and would be substantially more costly.
 - b. Any alignment of the proposed Harbour Drive which is located no closer to the Bay than the alignment of "Corridor 2" shown in the Special Area Plan for the South Richmond Shoreline (1977) and which is consistent with the policies set forth in the Special Area Plan for the South Richmond Shoreline would be appropriate.
 - c. Safe and convenient handling of traffic generated by land uses allowed under the South Richmond Special Area Plan.
 - d. Consideration of public transportation and incentives to reduce auto use.
 - e. Impact on the natural and cultural environment including but not limited to protecting:
 - (i) San Francisco Bay;
 - (ii) Marshes and mudflats;
 - (iii) Existing land uses;
 - f. Impact on the economic and social environment including but not limited to:
 - (i) Establishing a scenic gateway to the Inner Harbor Basin development;
 - (ii) Improving existing land uses;
 - (iii) Providing new recreational and employment opportunities.
 - g. An in-depth investigation of the advantages and disadvantages of each alternative, with respect to the factors and objectives identified under sub-paragraphs c. through f. above.
 - h. Adequate means for public participation. (Interim Policy)
- (5) Ensure that appropriate design features and buffering elements are incorporated in new roadways serving Redevelopment Project 11-A so that the roads will have the least possible detrimental impacts on adjacent land uses and environmental values. (Continuing Policy)
- (6) Support Caltrans' current (1977) plans for Hoffman Boulevard wherein the right-of-way will remain essentially as it is from

Bayview Avenue south to Point Isabel, and thus avoid disruption or destruction of the Hoffman Marsh. Support only future improvements of Hoffman Boulevard and connecting interchanges which are designed to avoid significant negative impacts on the Hoffman Marsh. (Continuing Policy)

1977 SAP

- (7) Encourage early completion of the Garrard-Canal Boulevard loop which will relieve the existing potential hazard created by the lack of such a connection. This roadway should be designed according to the standards and criteria established in the Scenic Routes Element for a scenic route. (Continuing Policy)

1977 SAP

- (8) Promote circulation facilities in the Coastline Area that will assist inland residents in taking advantage of the shoreline. Stress that the design of these facilities should not block access to the waterfront. (Continuing Policy)

1973 CL

- (9) Ensure that adequate bicycle and pedestrian pathways and crossings, linked to coastline trails and mass transit, be built in connection with highway improvements. (Continuing Policy)

- (10) Promote more effective movement of people to and within the Coastline Area by: (Continuing Policy)

- Increased public transit service linked to BART;
- Development of convenient bicycle and foot trails;
- Provision of new types of transportation, such as ferries and antique trains, where feasible.

1973 CL

- (11) Determine the need for a roadway connection to Santa Fe Land Improvement Company lands at Point Isabel prior to considering its development by the property owner. If a determination is made that a road is needed, require that the roadway be established as an extension of Rydin Road with a bridge of minimum size (no earth fill) over the lagoon and that the roadway and bridge meet City of Richmond standards. (Future Policy)

1977 SAP

- (12) Undertake necessary roadway improvements in the Harbor-Santa Fe Channel Area that will facilitate or promote safe and effective movement of goods and people, especially as related to the port terminal complex. (Continuing Policy)

1977 SAP

7.05 Regional Rapid Transit.

Basic to an integrated transportation network for the area is the three-county rail rapid transit system constructed by the San Francisco Bay Area Rapid Transit (BART) District. High speed, electrically powered trains link Contra Costa, Alameda, and San Francisco Counties

1964 GP

1964 GP

and all of the principal community centers. The rapid transit route follows the former Santa Fe Railroad line from where it enters the Planning Area near the El Cerrito Plaza Shopping Center to its terminus in downtown Richmond.

1964 GP

Three stations exist in the Planning Area: One is located near the El Cerrito Plaza Shopping Center in El Cerrito, a second near Cutting Boulevard and San Pablo Avenue in El Cerrito, and the third near 17th Street and adjacent to downtown Richmond. Each of the station locations provides ample off-street parking facilities within convenient walking distance.

1964 GP

The BART transit station in the Central Business District is designated as an intermodal transfer point, bringing together in one location BART regional transit, Amtrak long distance rail travel, and Alameda-Contra Costa Transit District (AC) local bus transit. Interstate buses, and taxi and jitney service will ultimately also be available to this site.

NEW

NEW

In addition to the three rapid transit stations mentioned above, a maintenance and train storage yard is located north of the downtown Richmond station.

1964 GP

A. Local Transit.

The cities of Richmond, El Cerrito and San Pablo and the areas of Kensington, El Sobrante, and North Richmond are all within the boundary and service area of the AC which provides bus service in the district. The AC District facilities provide three primary services to the Planning Area:

- Local transit service between areas and communities;
- Local feeder service supplementing the regional rapid transit system; and
- Inter-urban and inter-community service of relatively long distance between areas which cannot be conveniently served by the regional rapid transit system.

1964 GP

(1) Policies.

- a. Encourage AC transit to plan for public transportation to the Inner Harbor Basin Area which will connect this area with inland areas and with BART. Promote the inclusion of facilities for buses in the development plan for the Redevelopment Project 11-A. (Future Policy)
- b. Investigate the feasibility of establishing a "jitney" or similar service within the portion of the area included in Redevelopment Project 11-A, to connect the main activity centers proposed around the perimeter of the Inner Harbor Basin. (Future Policy)

1977 SAP

1977 SAP

7.06 Railroads.

Two major railroads serve the Richmond Planning Area. Both the Southern Pacific and the Atchison Topeka and Santa Fe have extensive rights-of-way and facilities located in Richmond. The main line tracks of both railroads have formed the boundaries of the area known as the "Iron Triangle" of Richmond.

1964 GP

The Southern Pacific main line passes through the Planning Area, and an Amtrak transfer point is located where it meets the downtown Richmond BART station. Freight service is provided by spur lines into the industrial areas west and south of Central Richmond.

The Atchison Topeka and Santa Fe main yard is located near the intersection of Garrard Boulevard and Macdonald Avenue in Richmond. Santa Fe has extensive spur lines in the industrial areas and since 1901 has operated its western terminal yards and maintenance shops in Richmond. Freight trains are transported by ferry from the Santa Fe ferry slip at Point Richmond to San Francisco.

1964 GP

A. Policies.

- (1) Explore the possibility of combining rail lines and spurs into an efficient system of essential rail lines which will efficiently serve the industrial needs of this area and result in the least disruption of vehicular and pedestrian traffic, and will reduce adverse effects on adjacent neighborhoods. (Future Policy)

1977 SAP

1977 SAP
and
1973 CL

- (2) Undertake an analysis, in cooperation with the Santa Fe and Southern Pacific Railroads, of rail needs for a port terminal complex, including the need for new trackage or the realignment or relocation of existing tracks. (Future Policy)

1977 SAP

- (3) Institute appropriate measures to have unneeded tracks removed and other tracks realigned so that railroad tracks will not inhibit orderly development. (Continuing Policy)

1977 SAP

7.07 Air Transportation.

At the present time the Richmond Planning Area has neither a commercial heliport nor airport. No plans exist to provide these facilities in the Planning Area.

1964 GP

7.08 Water Transportation.

port facilities, other than small craft harbors, are located on the south and west shoreline of the City of Richmond. On the south side, the Harbor Channel from Point Richmond past Brooks Island to the Inner Harbor Channel, Inner Harbor Basin and Santa Fe Channel, provide deep water passage for cargo vessels serving industrial development in this area and the Richmond Terminals. Ferry Point is the location of railroad ferry operations between Richmond and San Francisco.

1964 GP

A. Policies.

- (1) Encourage development of boat service to connect regional recreation facilities and points of interest along the Richmond coastline; investigate possible links to waterfront locations throughout the Bay. (Continuing Policy) 1973 CL
- 1973 CL

7.09 Richmond Bikeways Plan.

Richmond's Bikeways Plan is a section of the Transportation element, and consists of certain designated bikeways as well as policies related to the development and enhancement of these routes. 1978 BP

A. Route Designations.

The routes shown on the Bikeways Plan Map consist of both "on-street" routes and separate rights-of-way. These designations are to be considered general and tentative, with precise alignments to be determined at the time funds for improvements become available.

Immediate safety improvements for proposed "on-street" routes would be largely signing and marking. Once so improved, these routes should be monitored to determine how well they function and what additional improvements are necessary or appropriate. Possible additional improvements include relocating stop signs, diverting through auto traffic, and altering auto parking patterns. Such on-street routes would not be exclusive bike lanes which pre-empt existing travel or parking lanes.

The numbered routes on the Bikeways Plan Map are considered high priority and are recommended for early development. These routes are as follows:

(1) On-street routes.

- a. North-south from Point Pinole through the City of San Pablo via Contra Costa College to Richmond Civic Center, and south to the Inner Harbor Basin.
- b. North-south from BART to the Inner Harbor Basin along Marina Way South.
- c. North-south from El Portal Drive and San Pablo Dam Road to Canlon Avenue in El Cerrito, from there connecting with the BART trail at Hill Street.

(2) Separate rights-of-way.

- a. Point Molate coastline between San Rafael Bridge toll plaza and Winehaven. 1978 BP

b. South coastline between Point Isabel and Inner Harbor Basin.

1978 BP

c. Berkeley Hills ridgeline between Alvarado Park and Kensington. This route is partially in County territory and would be developed intermittently on existing streets.

B. Bikeways Development Policies.

The following policies are guidelines for the development of a bikeways system:

- (1) Provide a citywide system of bike routes which will increase bicycle access to major facilities or points of interest and will increase the utility of bicycles as recreational vehicles. In order to attract potential users these bike routes should be easy to use and safe and should include landscaping, adequate lighting, street furniture, undergrounded utilities and sign control. (Continuing Policy)
- (2) Initiate a program of public awareness to demonstrate the situations where bikes are superior to private autos and public transit. (Continuing Policy)
- (3) Coordinate the construction or improvement of bikeways with adjacent development projects, including scenic routes, flood control projects, recreational facilities and residential subdivisions. When an area includes a designated bike route, integrate the development of that route with the development of other projects proposed for that area. (Continuing Policy)
- (4) Promote the development of facilities which will enhance the use of bicycles as feeders to other forms of transportation. Promote viable adaptations at bus, rapid transit, ferry and auto system transfer points to provide for bike parking, carrying bikes into public vehicles, and bike rentals at major destinations. (Continuing Policy)
- (5) Encourage the State Department of Transportation to continue its policy of landscaping and providing bikeways along existing and proposed freeways or other State restricted routes. (Continuing Policy)
- (6) Increase the safety of bikeways by reducing conflicts between bicycles and other vehicles. Measures taken could include the following:

a. Develop separate rights-of-way for bicycles.

b. Conform to State of California bikeways standards.

1978 BP

Design and construction of bicycle facilities should be in conformance with the current edition of Planning and Design Criteria for Bikeways in California of the State Department of Transportation, unless recommended otherwise by the City Engineer on a specific project-by-project basis.

1978 BP

- c. Design on-street routes which bypass congested intersections and business districts.
 - d. Sign and mark routes thoroughly.
 - e. Monitor the success of routes so that their utility can be steadily improved. (Continuing Policy)
- (7) Use the generalized routing priorities and selection criteria specified below to evaluate future route selection, development and funding:
- a. In accordance with the Bikeways Plan Map use a one-mile grid incorporating the high priority routes as a five-year development goal. A half-mile grid system would be the ultimate bikeways development goal.
 - b. Select routes which:
 - Minimize potential for conflict with auto movement and parking,
 - Provide linkages between important routes and enhance the continuity of the overall system,
 - Improve access to major facilities,
 - Use bike routes to link public parks, and thereby incidentally provide cyclists with facilities such as rest rooms, drinking water, public telephones, and air for bike tires. Provide convenient and secure parking in these parks as well as at other destinations which similarly generate bicycle traffic. (Future Policy)
- (8) Undertake a continuing planning effort to keep route and facility plans up-to-date. This should include such tasks as:
- a. Developing a design backlog of "shelf-projects", which can be quickly implemented when a financial or political opportunity presents itself;

1978 BP

- b. Developing a program of orderly pursuit of funding; 1978 BP
- c. Developing a program of promotion and publicity;
- d. Developing a feed-back and follow-up mechanism to determine the success and validity of projects undertaken, and to keep abreast of changing needs and wants. (Continuing Policy) 1978 BP

8.00 SCENIC ROUTES ELEMENT.

8.01 Legal Requirement.

The California Government Code, Section 65302, provides that "The plan shall include the following. 1982 PL

A scenic highway element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (Commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code..." 1982 PL

8.02 Primary Goal of Richmond's Scenic Routes Element.

The primary goal of Richmond's Scenic Routes Element is to establish measures for preserving and enhancing the right-of-way of certain routes which have been designated as "scenic" as well as the natural areas adjacent to those scenic routes in the Richmond Planning Area. Specific objectives include: (1) establish a system of scenic routes to aid in protecting certain roadways and scenic corridors; (2) conserve, enhance and protect scenic views observable from the roadway system; and (3) improve the visual appearance of the roadway system; especially major arterials and "gateways" into the City. 1975 SR

8.03 Elements of a Scenic Routes System.

A scenic routes system is more than public roads with trees and shrubs planted beside them; it consists of the relationship of the roadway to its surroundings. For the purpose of this Element the following definitions will apply. They should aid in understanding the relationship of the scenic routes to their environs.

Scenic Routes: A scenic route is a road, street or freeway which traverses a scenic corridor of relatively high visual value or a road that serves as an important visual or functional feature. It consists of both the scenic corridor and the public right-of-way.

Public Right-of-Way: The right-of-way includes the roadbed and adjacent lands in public control, including lands utilized for roadway protection, storm drainage, public utilities, pedestrian 1975 SR

travel, and roadside plantings. Where appropriate, the right-of-way may also include cycling or hiking trails, roadside rests, or turnouts, etc.

1975 SR

Scenic Corridor: The scenic corridor is the area that extends beyond the scenic route right-of-way and is of sufficient scenic quality to warrant development controls to preserve or enhance its scenic qualities. The width of the corridor will vary depending upon the terrain of the area, development adjacent to the right-of-way and the extent of natural features which are to be preserved.

Areas Extending Beyond Scenic Corridors: Views from scenic routes may extend beyond scenic corridors and comprise the remainder of the City and its environs. Therefore, certain basic general requirements for development are necessary to preserve and enhance the attractiveness of all areas. In developed areas, the primary methods include requirements ensuring preservation of outstanding views; preservation of existing trees; establishment of new landscaping; and controls on the type and location of utility and communication towers, poles and lines, and outdoor advertising signs and structures. In undeveloped areas, primary methods include regulations concerning grading and removal of natural vegetation; preservation of natural streambeds; landscaping; control of location and type of utility and communication towers, poles and lines and outdoor advertising on signs and structures.

8.04 The Scenic Routes Plan.

Richmond's scenic routes system consists of certain designated scenic routes and scenic corridors within the Planning Area as well as policies related to the development, conservation and enhancement of these areas.

A. Route and Scenic Corridor Designations.

The following roadways and scenic corridors are included within the proposed scenic routes system of the Richmond General Plan.

Urban Scenic Routes

This designation includes many of the major thoroughfares throughout the Planning Area. Although they may not be "scenic" in the traditional sense of affording scenic vistas, nevertheless, these routes serve as important visual and functional features that should be enhanced and developed to their full potential. Many of the routes serve as major "gateways" into the various jurisdictions of the Planning Area and consequently their visual appearance is especially significant.

- MacDonald-Barrett Avenue couplet
- Cutting Boulevard

1975 SR

- Harbour Way (10th Street)
- Carlson Boulevard and its proposed extension to Portola Avenue and 13th Street
- 22nd-23rd Street couplet
- San Pablo Avenue
- Hilltop Drive
- Atlas Road extension
- the internal circulation roads for the Hilltop Shopping Center
- Giant Highway

1975 SR

Scenic Routes

This designation includes thoroughfares that traverse areas of scenic or recreational interest. This includes developed suburban and urban roads that have scenic qualities to them.

- Castro Ranch Road
- Western Drive north of the Richmond-San Rafael Bridge Approach
- Garrard-Canal Boulevard Loop
- San Pablo Dam Road
- Arlington Boulevard
- Pinole Valley Road
- Moeser Lane
- Wildcat Canyon Parkway

Scenic Freeways

This designation includes freeways traversing the Planning Area. Again, these thoroughfares may not be "scenic" in the traditional sense, but they are important roadways that should be enhanced.

- Interstate 80
- Hoffman Freeway

Scenic Corridors

This designation includes undeveloped or largely undeveloped areas of scenic quality adjacent to and visible from designated scenic thoroughfares.

- the area adjacent to the Garrard-Canal Boulevard loop
- the western portion of San Pablo Peninsula adjacent to Western Drive
- the area adjacent to San Pablo Dam Road west of Appian Way
- the area adjacent to Castro Ranch Road

B. Policies.

A range of planning "tools" will be required to adequately

1975 SR

9.00 FORM AND APPEARANCE.

9.01 Form and Appearance Goals.

- A. Achieve permanent variety in the character of development and create a community of pleasant contrasts, thus preventing "urban sprawl". Preserve the three environmental zones: Urban, Suburban and Rural, with sharp lines of demarkation between them and each with its own typical characteristics.
- B. Stimulate the creation of a strong and visually dramatic community core comprising the Central Business District, the Civic Center and the Macdonald, Barrett Avenue corridor.
- C. Improve the appearance of entrances to the community, and the major thoroughfares and future freeways through provision of landscaping, limitation of signs and careful attention to design.

1964 GP

9.02 Elements of Visual Appearance.

Travelways: Travelways may be streets, roads, freeways, transit lines, sidewalks--any route that people have occasion to follow. The travelways form the connecting linkages along which all other environmental elements are arranged and related.

Edges: Edges are also linear elements like travelways. However, the observer does not traverse an edge, he merely observes it. Edges are the transitional boundaries between two divergent elements. They may form walls which are more or less penetrable. They may provide a linkage between different areas or they may separate them as a barrier. Examples include shorelines, ridges of hills, elevated freeways, rail lines and distinctive changes in land use.

Districts: Districts are large portions of the environment that possess unifying and identifiable characteristics. The observer's image of a district is formed by visualizing its appearance from within. Districts can, however, be utilized as a reference to other elements that are nearby if the district can be seen from outside its area. Districts include such areas as neighborhoods, the downtown business district, cohesive industrial areas, and large parks.

Nodes: Nodes are specific locations within which the observer may enter. They include such items as clearly distinguishable intersections, terminals and shopping centers. Sometimes a Node represents the focal point of a District--the center of a District's activities.

1964 GP

Landmarks: Landmarks are external reference points that give orientation to the observer. They are usually some clearly identifiable object such as a tall or massive building, an unusual sign or structure, a hill or mountain top.

1964 GP

9.03 Existing Visual Form.

Topographic features, including an extensive waterfront, a broad plain and several ridges and valleys, are the most vivid visual elements in the Richmond Planning Area. Most elements developed by man do not approach the magnitude and variety created by nature. Topography forms every major and several minor Edges or transitional boundaries. Although the Marin Hills are across the Bay they still loom up as the principal backdrop to the West -- even the Potrero Hills Ridge is diminished in importance except when observed close at hand. The Berkeley Hills, San Pablo Ridge, Pinole Ridge and Sobrante Ridge form a background to the East for the Planning Area's stage setting.

Only two travelways pass through the entire Planning Area. Interstate 80 carries the heaviest amount of through-traffic in a general north-south direction. The Richmond-San Rafael Bridge-Standard Avenue-Cutting Boulevard-Hoffman Boulevard passes through in a west-south direction. All other travelways are subsidiary and merely traverse portions of the Richmond Planning Area. In actuality, some of these travelways are continual routes but, in the main, they are not visualized nor utilized as such.

Most Nodes are nondescript intersections and/or shopping centers. The three exceptions to this statement are the Hilltop Shopping Center, El Cerrito Plaza and Wards, all of which have a degree of vitality not found at the other Nodes.

The major employment and residential areas form Districts within the Richmond Planning Area. In almost every instance they are ill-defined, lack character and are but loosely linked together by the travelways.

Numerous Landmarks exist but they are unrelated to the Districts. The existing visual form is shown on the attached map.

9.04 Future Visual Form.

The future visual form is shown on the attached map. Changes in visual form can be summarized as follows: The Travelway system has been strengthened, distinctive Districts are developed and the Nodes and Landmarks have been strengthened and increased in number to establish a visual form for all portions of the Richmond Planning Area.

Of particular note is the future intensive build-up of activities and structural mass within the broad central band which includes Downtown, Uptown, the Civic Center and Ward's. This entire District serves as a center for business, professional, cultural and civic activities within











1964 GP

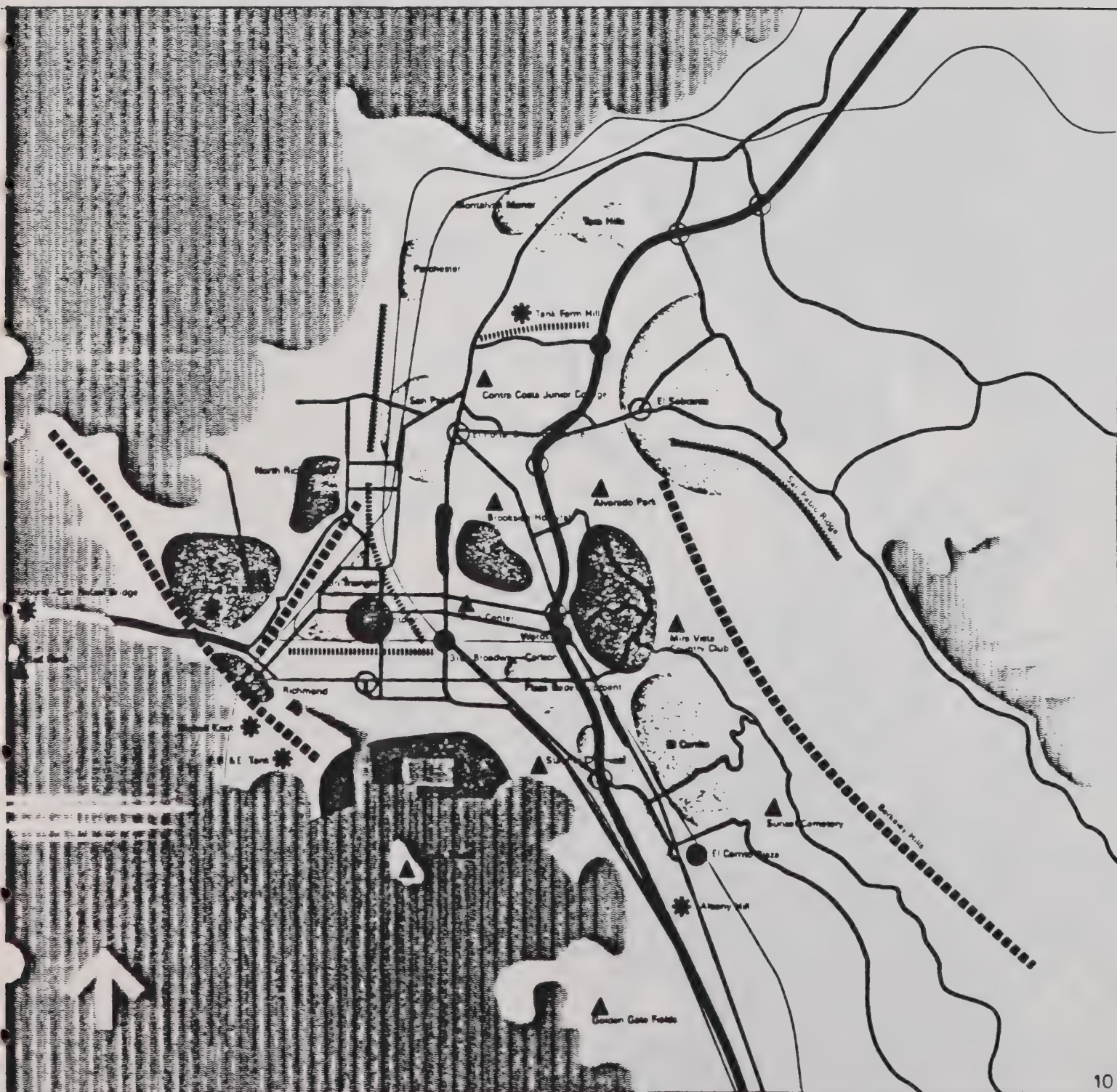
enhance and protect the designated scenic routes and corridors. The selection of scenic thoroughfares and corridors, although important, is only a starting point. The following policies are proposed to protect and enhance the designated routes and corridors.

1975 SR

- (1) Maintain scenic route rights-of-way as attractive as possible utilizing such measures as landscaping; tree planting; well-designed street furniture, traffic and other official signs; undergrounding utilities; and controlling the use of commercial signs.
- (2) Continue to encourage the State Department of Transportation's policy of landscaping existing or proposed freeways or other State restricted routes within the Planning Area.
- (3) Investigate the feasibility of initiating a program of "gateway" beautification for major entryways into the City of Richmond.
- (4) When appropriate, coordinate improvements or construction of scenic routes with adjacent recreation areas and other amenities such as vista points, rest areas and cycling, hiking and riding trails.
- (5) Protect and enhance the scenic resources in the Richmond Planning Area utilizing existing City controls and programs and any added means which the City finds desirable.
- (6) Schedule completion of the Garrard-Canal Boulevard loop to be designated as a scenic route.
- (7) Eliminate billboards fronting on Hoffman Boulevard.
- (8) Encourage a design for the Hoffman Freeway that will allow Bay views, especially on the elevated portions.
- (9) Encourage landscaping on the 20 foot berm which is partially constructed on the eastern side of Western Drive and encourage landscaping of other quarrying sites as work on them is completed.
- (10) Place utility lines underground along Western Drive north of the Richmond-San Rafael Bridge toll plaza.

1975 SR

-  Primary Travelway
-  Secondary Travelway
-  Primary Edge
-  Secondary Edge
-  Primary Node
-  Secondary Node
-  Primary District
-  Secondary District
-  Primary Landmark
-  Secondary Landmark



Proposed Visual Form

- Primary Travelway
- Secondary Travelway
- Primary Edge
- Primary Node
- Secondary Node
- Primary District
- Secondary District
- Primary Landmark
- Secondary Landmark



Western Contra Costa County. These primary functions will be strengthened visually and economically. In addition, this District will be utilized for high rise apartment structures to help create a visually dominant District in the Center of the City of Richmond.

1964 GP

1964 GP

9.05 Form and Appearance Policies.

A. Promote the greatest feasible use of Richmond's long and varied waterfront. Evaluate development proposals from the point of view of their contribution to Richmond's visual resources. As its appearance improves, popularize the coastline as the key to the City's image. (Continuing Policy)

1973 CL

B. Give highest priority to preserving and enhancing the potential amenities of the coastline's variety of edges and of the landmark character of its adjacent hills. (Continuing Policy)

C. Wherever possible in order to conserve the coastline and maximize its availability to all citizens, enforce the following industrial development guidelines: (Continuing Policy)

(1) Do not permit extensive use of the shoreline for storing raw materials, fuel, or wastes on a long-term basis. If required, locate such storage areas as far inland as practical or orient them so that they occupy as little of the actual shoreline as possible.

(2) Wherever possible, share access routes and docking facilities in areas of industrial concentration.

(3) Locate access routes and shoreline structures with their longest dimensions at right angles to the shore.

(4) Require that waste treatment ponds of water-related industries occupy as little land as possible.

D. In order to preserve visual access to the Bay and the regional landscape, urge that new residential developments on sloping or waterfront sites be grouped or clustered. (Continuing Policy)

E. Encourage local industries to develop their own plans for improving the appearance of their facilities, where possible, and for integrating their properties into the City as a whole. Require that industries be screened from public view where their appearance detracts from the appearance or identity of the City. In cases where such activities are lively or colorful, encourage opportunities for the public to view them. (Continuing Policy)

F. Ensure through design review and controls that additional commercial facilities at Point Richmond will be developed in a way that complements and preserves the historic, "village-like" appearance and character of the district. (Continuing Policy)

1973 CL

- G. Urge that new residential, commercial and industrial development in the Coastline Area attempt to establish a distinctive character, as expressed in the external design of buildings and open space and their relationship to the terrain and water. (Continuing Policy)
- H. Preserve views of the Bay and regional landscape from the trails and open spaces along the Coastline Area's ridgelines by controls on siting and height of adjacent structures. (Continuing Policy)
- I. Undertake the landscaping of Cutting Boulevard (west of Hoffman Boulevard) and Garrard Boulevard (south of Pennsylvania Avenue) in order to soften their divisiveness, to further define the nodal area where they meet near Point Richmond, and to make them more attractive "gateway" streets. Through special sign controls, reduce the clutter of signs and billboards along such "gateway" boulevards. (Continuing Policy)
- J. Maintain visual continuity on streets running over or under the Hoffman Freeway when it is completed, at the same time reducing its divisiveness, by use of landscaping and by establishing continuity of land uses. (Future Policy)
- K. Promote the development of the hill bowl above Brickyard Cove into an area of clustered view-oriented residences. (Continuing Policy)
 - (1) Exercise stringent surveillance and control over hillside development to guard against erosion and excessive run-off.
 - (2) In order to minimize paving and grading on these slopes, and to encourage pedestrian circulation, require that footpaths be developed to provide the primary circulation between the top and bottom of the hill.
 - (3) Preserve the crest of the hill mass in as natural a state as possible, and urge that the eroded slopes below be replanted.
- L. Promote the development of a self-contained, marine-oriented residential district east of the Inner Harbor Basin. (Continuing Policy)
 - (1) Urge that the residential neighborhood focus on commercial recreation facilities in the Basin
 - (2) Develop the marsh/drainage creek along the area's eastern edge as a landscaped buffer between residential and industrial activities, and integrate it into the portion of the City-wide hike and bike trail which serves that area.
 - (3) Enhance the Wright-Meeker light industrial buffer strip with more extensive industrial-park architecture and landscaping (e.g., street trees and grassy berms to mask parking lots).

- (4) Require that the developer adhere to a general plan which will promote a comprehensible overall identity for the area. Recurrent architectural types will contribute to a sense of unity on a smaller scale.

1973 CL

- M. Maximize visual access and physical orientation to marine recreation activity throughout the development of the Inner Harbor district by enacting the following development guidelines: (Continuing Policy)

- (1) Open up visual avenues by clustering structures;
- (2) Stagger siting of structures to minimize blockage of views;
- (3) Exploit and exaggerate the slight existing grade away from the edge of the Harbor Basin. For example, enact height limits at the edge of the Basin.

- N. Promote development of the viewpoints and trails described in other portions of this plan. (Continuing Policy)

- O. Urge upgrading of the appearance of Red Rock Marina at Castro Point in keeping with its location at a water "gateway" to the City and its visibility from the San Rafael Bridge as well as the proposed viewpoint on Western Drive. (Continuing Policy)

1973 CL

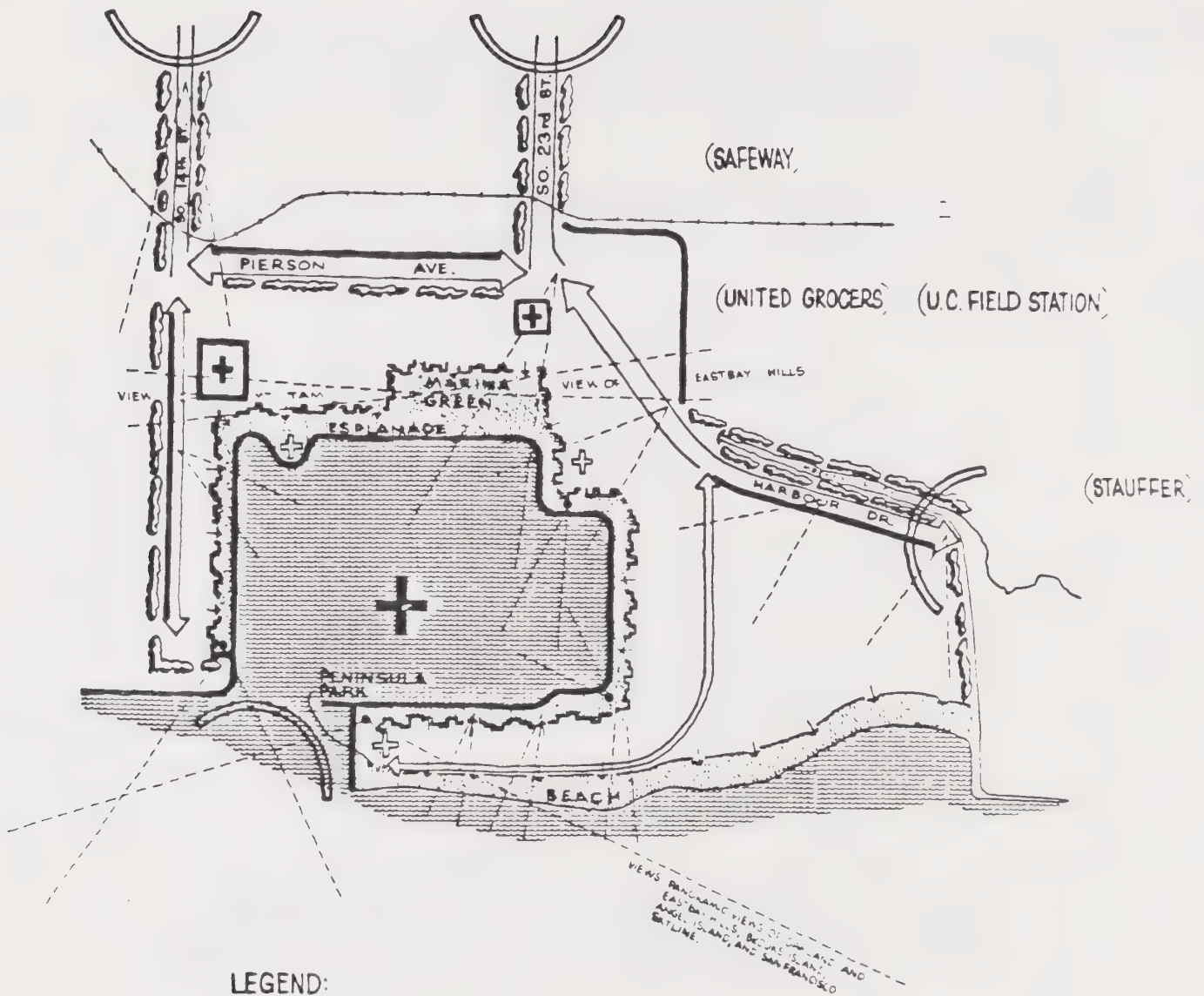
- P. Utilize the following appearance and design guidelines to evaluate proposed development in the Inner Harbor Basin Area.

1977 SAP

- (1) The development concept of the Inner Harbor Basin Area should take maximum advantage of the area's unique characteristics and potentials and should create a visually exciting multiple use waterfront community. All development should be planned according to principles of good site design.

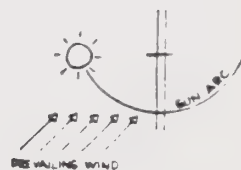
Due to marketing and financial considerations it will be impossible to undertake development of the entire 540 acres within the Inner Harbor Basin Area at one time. Development plans should be staged and well-integrated in order to provide close development coordination. An inflexible plan which cannot be subdivided might result in serious development problems. The phasing strategy should consist of several self-sufficient development "packages" (i.e., increments of commercial, residential, circulation, and open space and recreation uses), which at any time represent the use and design characteristics of the development plan as a whole. Each development "package" should be able to stand alone should the next development phase not occur for several years.

1977 SAP



LEGEND:

- PUBLIC PARK/OPEN SPACE
- ACCESS CORRIDOR (Pedestrian)
- ACCESS CORRIDOR (Vehicular)
- VIEW CORRIDORS
- VIEW POINTS
- LANDMARK (Existing)
- LANDMARK (Proposed)
- LANDSCAPE or other appropriate BUFFER
- FIRM EDGE
- IRREGULAR EDGE
- GATEWAY
- RAILROAD (to remain)



MAP 8.
APPEARANCE AND DESIGN GUIDELINES

SOUTH RICHMOND SHORELINE-SPECIAL AREA PLAN

(2) Relationship To Surrounding Area

In any development "package" there should be consideration of and respect for the surrounding development, scale, views, and access corridors.

1977 SAP

Architectural designs should be visually integrated with each other and with important natural features like the Inner Harbor Basin water edge and U.C. Field Station marshes. Development must consider circulation and parking systems in the area.

Public areas and amenities should be a part of each development "package" and there will need to do some overall cleanup of areas not proposed for immediate development.

Buildings should be oriented to achieve a balance between exposure to or protection from Bay breezes, sun exposure, view protection, and proper relationships between adjacent buildings, circulation and parking areas and open space.

(3) Public Park/Open Space

All open spaces should be designed to encourage their use for a variety of outdoor activities of a recreational, cultural and entertainment nature. Open space facilities would include plazas, large grassy areas and paved areas. The open spaces should be connected. All open space designs should be consistent with the Inner Harbor Basin Area policies on Land Use, Circulation, and Public Recreation, Other Open Space, and Public Access. In addition all developed open space features should incorporate design standards for the handicapped.

The siting of facilities within the major open space areas (Marina Green, the beach, peninsula park and the esplanade) and the design of the esplanade itself should promote social interaction.

(4) Access Corridors

There should be a network of roadways, bike trails and large and small public pedestrian access corridors, including "mall" type areas, to connect activities in upland locations (i.e., landward of the 100-foot BCDC shoreline permit zone) with the esplanade which borders the Inner Harbor Basin.

These public access corridors will be the principal means of travel for pedestrians between major public areas and they should be clearly identifiable to pedestrians, well-lighted, and provided with ample public amenities (i.e., rest rooms, drinking fountains, etc.) and diversions to amplify pedestrian experiences along them. Pedestrian access corridors should

1977 SAP

connect private residential development in upland locations with the esplanade.

1977 SAP

An initial section of roads should be constructed in the early development phase of the project to connect marina activities and marina parking areas with Marina Way (14th) and 23rd Streets. In later phases of development the collection and distribution system of roadways should also connect with Harbour Drive. These roads should be designed to standards required for ultimate use and right-of-way to reduce the need to rebuild facilities at a later date. All streets should emphasize convenient access to parking areas and internal freedom for the pedestrian.

Because of economic constraints, in all likelihood only surface parking areas will be developed during the early project phases. Such facilities should be properly located. A reasonable walking distance should be adhered to between parking areas and destinations. Parking entrances should be easy to enter and clearly visible from major approaches to the Inner Harbor Basin (i.e., 14th and 23rd Streets and Harbour Drive).

(5) View Corridors, View Points, Landmarks

Principal view corridors should be developed for the pedestrian and drivers in the Inner Harbor Basin to provide view amenities and orientation.

View corridors should be established to visually connect the entire Inner Harbor Basin development with major features and landmarks in and around the development (i.e., Brooks Island, San Francisco skyline, marina activity, port shipping activity, etc.).

The esplanade and paths emanating from the esplanade should be punctuated with various view points for the enjoyment of strollers, fishermen, etc. View corridors may traverse private residential, or commercial development and thus influence height, bulk and placement of such development. While building forms close to the shoreline should be at a scale to which pedestrians can relate, one or more building forms may be created to serve as landmarks punctuating the Inner Harbor Basin Skyline.

(6) Landscape And Other Types Of Buffers

Dense tree planting or other appropriate buffering devices should be used to: diminish the adverse visual impact of major roadways, existing and new industry, and outdoor storage and parking areas; help define major entry points to the Inner Harbor Basin; screen private (residential) areas from public

1977 SAP

areas; frame views; and provide wind protection. Landscaping and fencing between public areas and the shoreline should not obscure views of the shoreline, and open parking areas should be effectively designed to enhance views. Utilities should be placed underground.

1977 SAP

Buffer landscaping should be placed between parking and areas of pedestrian activity. In addition, all parking areas should be landscaped to avoid the creation of a mass of parked vehicles (found frequently in large developments). Landscaping should shield the view of cars while not completely obscuring views into parking areas. Surface parking areas should create a feeling of landscaped open space.

(7) Edges

Two types of edges merit special attention: firm edges and irregular edges. Firm edges, where there is a readily distinguishable and abrupt change from open space to building mass (such as along motorways), require a strong visual form (generally linear) to provide: a terminus of views; visual distinctions between areas; channeling or controlling views in certain directions; a sense of entry or arrival. Examples of locations appropriate for firm edges include the Inner Harbor Basin shoreline, the Marina Way (14th Street) edge between Port and Inner Harbor Basin developments, and the Harbour Drive edge between existing industry like United Grocers and new residential and commercial development to the south.

Irregular edges, where open spaces and buildings are interwoven at a small scale, are needed when it is visually desirable to soften or de-emphasize the distinctions between open space areas and adjoining development (as in pedestrian areas), thus preventing harsh contrasts between areas, and allowing variation in the spatial experiences in these areas. An appropriate location for an irregular edge is that which will be formed by development alongside the esplanade.

Development in and near edges should be: a. Sited to protect marsh habitat areas; b. Sited to enhance prominent views of the shoreline; c. Sited with regard to the importance of allowing the passage of sunlight to the water below; and d. Designed and sited so as to improve the use of and accessibility to adjoining development and public open space.

(8) Gateways

Gateways are points of access, both from water and land that will become major entrances to the Inner Harbor Basin Area. Visual impressions are influenced by the physical conditions of the following gateways: Marina Way (14th Street), 23rd Street, and Harbor Drive (at the eastern entrance to the Inner Harbor from the Richmond Inner Harbor.)

1977 SAP

Special attention should be given to the following elements in or near gateways: roadway and harbor entrance design; signing; lighting; landscaping; and siting and design (including scale and color) of adjoining structures. It will be particularly important for the public to know how and where to enter the esplanade and the outer edge of the peninsula.

1977 SAP

(9) Security Considerations

Design and development in the residential, commercial, open space, recreation, and marina areas (including their related parking areas) should promote the feeling of security and avoid creating unseen and inactive areas and access points.

Common exterior spaces and circulation routes should be established to provide constant opportunity for surveillance by residents and visitors. In addition, there should be pedestrian circulation without dangerous or confusing discontinuities in level or direction and there should be separation (to the maximum extent feasible) of pedestrians and bicyclists from moving vehicles. (Interim Policy)

- Q. Approve permit requests, to the City of Richmond and BCDC, for proposed development within the water area and the 100-foot BCDC permit zone only if they conform to the Appearance and Design Guidelines for the Inner Harbor Basin Area outlined above, all relevant policies of the South Richmond Special Area Plan, and the McAteer-Petris Act as well as: a detailed investigation of design constraints and potentials found within the water area and the 100-foot BCDC shoreline permit zone; and a more general investigation of design constraints and potentials found in those areas outside the 100-foot BCDC shoreline permit zone, that, because of the uses or physical features proposed, are relevant subjects for study.
- R. Require new development to preserve the unique view opportunities of the shoreline and make these views available to the public to the maximum extent feasible. (Continuing Policy)
- S. Encourage clustered development of industry in upland areas where the values of the land are not affected by the views or access to the water. (Continuing Policy)
- T. Develop a preliminary sketch plan for public access around the shoreline of the Inner Harbor Basin Area. Such plan shall:
- (1) Be in accord with the design policies.
 - (2) Determine the appropriate scale and location of public access within the Inner Harbor Basin Area, and specifically, within the BCDC shoreline permit zone.

1977 SAP

(3) Be included with the first application for a BCDC permit to develop facilities with a significant effect on public access within the Inner Harbor Basin Area. (Interim Policy)

1977 SAP

1977 SAP

10.00 NOISE ELEMENT.

10.01 Legal Requirement.

The California Government Code, Section 65302, provides that:

1982 PL

"the plan shall include the following...:

A noise element which shall recognize guidelines adopted by the Office of Noise Control pursuant to Section 46050.1 of the Health and Safety Code, and which quantifies the community noise environment in terms of noise exposure contours for both near- and long-term levels of growth and traffic activity. Such noise exposure information shall become a guideline for use in development of the land use element to achieve noise compatible land use and also to provide baseline levels and noise source identification for local noise ordinance enforcement...

It shall be the responsibility of the local agency preparing the general plan to specify the manner in which the noise element will be integrated into the city or county's zoning plan and tied to the land use and circulation elements and to the local noise ordinance. The noise element, once adopted, shall also become the guideline for determining compliance with the state's noise insulation standards, as contained in Section 1092 of Title 25 of the California Administrative Code..."

1982 PL

The Noise Element focuses on the primary generators of noise in the Richmond Planning Area -- major transportation facilities. There are, of course, significant sources of noise other than transportation operations, such as construction equipment, emergency vehicles, barking dogs, city maintenance operations, etc. However, in Richmond, as in most other modern cities, the movement of goods and people is by far the single most pervasive source of noise.

1975 NE

10.02 Scope of the Noise Element.

Specifically, the following transportation facilities were identified as major noise sources within the Richmond Planning Area:

- Interstate 80, Hoffman Boulevard;
- Major Arterials;
- BART;
- The Atchison-Topeka and Santa Fe Railroad and the Southern Pacific Railroad; and
- Heliports.

1975 NE

Noise contours were developed based on existing traffic volumes and volumes estimated for 1995 to indicate the noise levels generated by these facilities and to ascertain which areas of the City are subject to high noise levels. Using this information as a basis, policies were developed to achieve the following basic goals:

1975 NE

- A. Reduce transportation-related noise;
- B. Minimize noise generations and impacts; and
- C. Minimize noise impacts of new transportation facilities.

10.03 Primary Objectives of the Noise Element.

The primary objectives of the Noise Element are to identify areas of the Richmond Planning Area subject to excessive or annoying transportation noises and to establish mechanisms to minimize, to the greatest extent possible, excessive noise impacts.

10.04 Identification of Noise Impacted Areas.

A. Residential Areas Subject to Excessive Noise Levels*

Certain residential areas in the Richmond Planning Area are subject to transportation noise levels in excess of 65dBA. This noise level is high enough to interfere with outdoor activities and with indoor activities as well, if windows are left open. The most seriously noise impacted residential areas are:

- Richmond Annex
- Eastshore
- Pullman Plaza
- Southside
- Iron Triangle
- Point Richmond

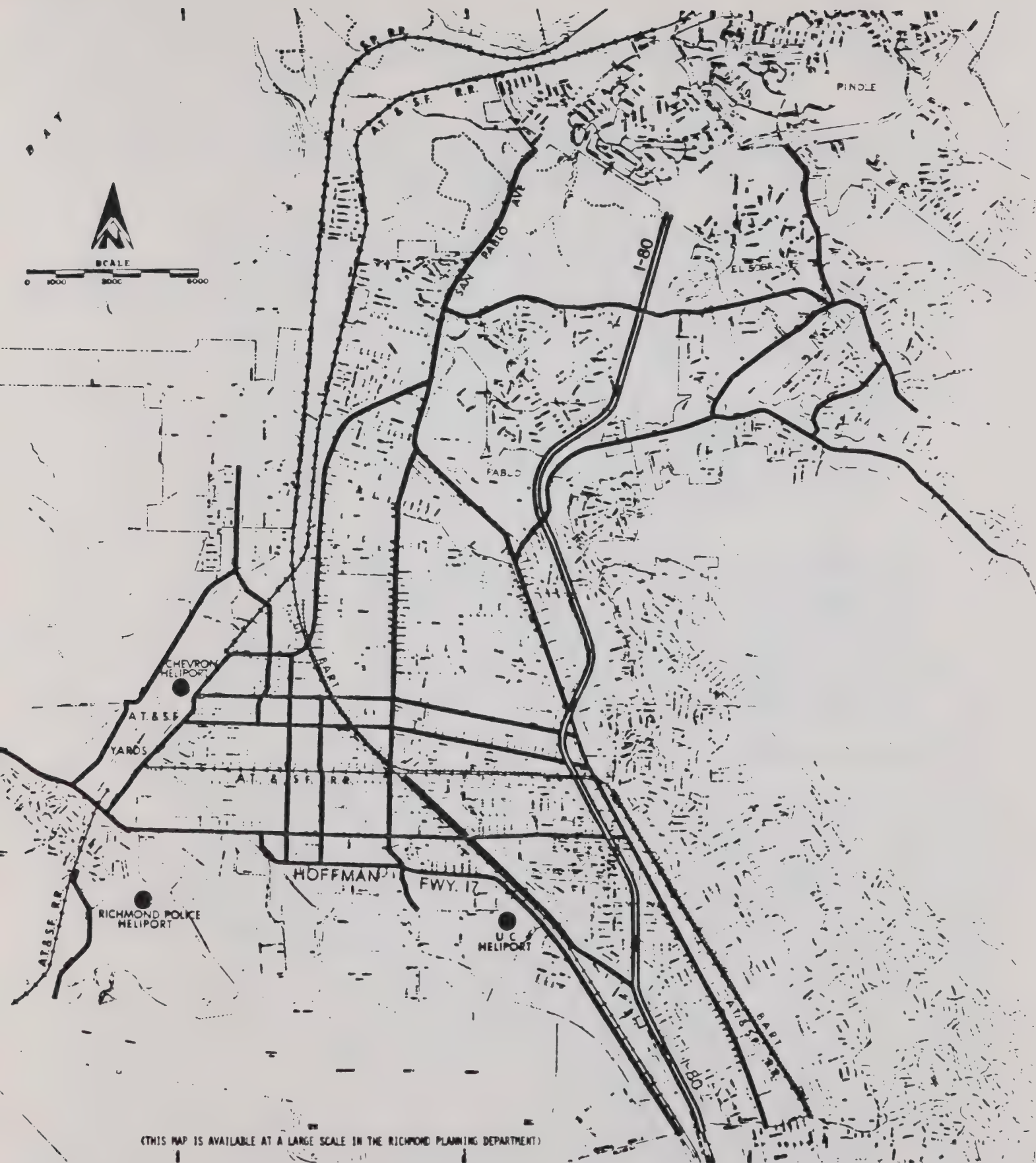
In addition, all the property near the major thoroughfares, particularly those routes with high amounts of truck traffic and Interstate 80, are subject to high exterior noise levels.

B. Noise Impacts on Specific Land Uses

Some land uses are particularly sensitive to noise. In addition to residential areas, these include hospitals and convalescent homes, outdoor recreational areas and schools.

* Railroad and aircraft operations are excluded from consideration because the noise contours for those facilities were developed from a different scale than the other transportation facilities.

1975 NE



MAP 1.
TRANSPORTATION FACILITIES FOR WHICH
NOISE CONTOURS HAVE BEEN DEVELOPED.

(1) Hospitals and Convalescent Homes. All the hospitals and convalescent homes are located near major thoroughfares and thus are subject to high exterior noise levels.

1975 NE

(2) Outdoor Recreational Areas. The two largest outdoor recreational areas, Alvarado Park and Wildcat Regional Park, are located away from the high traffic noise sources. However, a majority of the other major outdoor recreational facilities, including Eastshore Park, John F. Kennedy Park, Nicholl Park and Martin L. King Park, are located in areas subject to high transportation noises.

(3) Schools. A significant number of schools are located near major thoroughfares and thus are subject to high exterior noise levels. Schools subject to high exterior noise levels are Washington, Peres, Coronado, Nystrom, Riverside, Madison, Sheldon, Murphy, Kennedy High School, Richmond High School, and DeAnza High School.

The attached map indicates residential areas subject to noise levels in excess of 65dBA from transportation facilities. (Note: The map is not based on actual noise measurements, but is a straight line projection of the theoretical extent of noise. For any given property, an on-the-spot noise measurement may be much different due to shielding effects). The location of hospitals, convalescent homes, major outdoor recreational areas and schools that are subject to high levels is also indicated.

10.05 Noise Policies.

The following policies were developed to achieve the overall goal of reducing obtrusive transportation noises and minimizing, where it is feasible to do so, unpleasant and excessive noise impacts. It must be recognized, however, that the City is constrained in its actions to reduce transportation noises by several significant factors. First, Federal and State governments have established regulations for vehicular and most train emission noises which pre-empt local jurisdiction and control. Second, in most of the Richmond Planning Area, major transportation and land use patterns have already been firmly established. These patterns subject residential and other noise sensitive areas to high noise levels because of their proximity to heavily travelled transportation routes. However, there are some noise mitigation actions the City can take regarding land use and transportation issues.

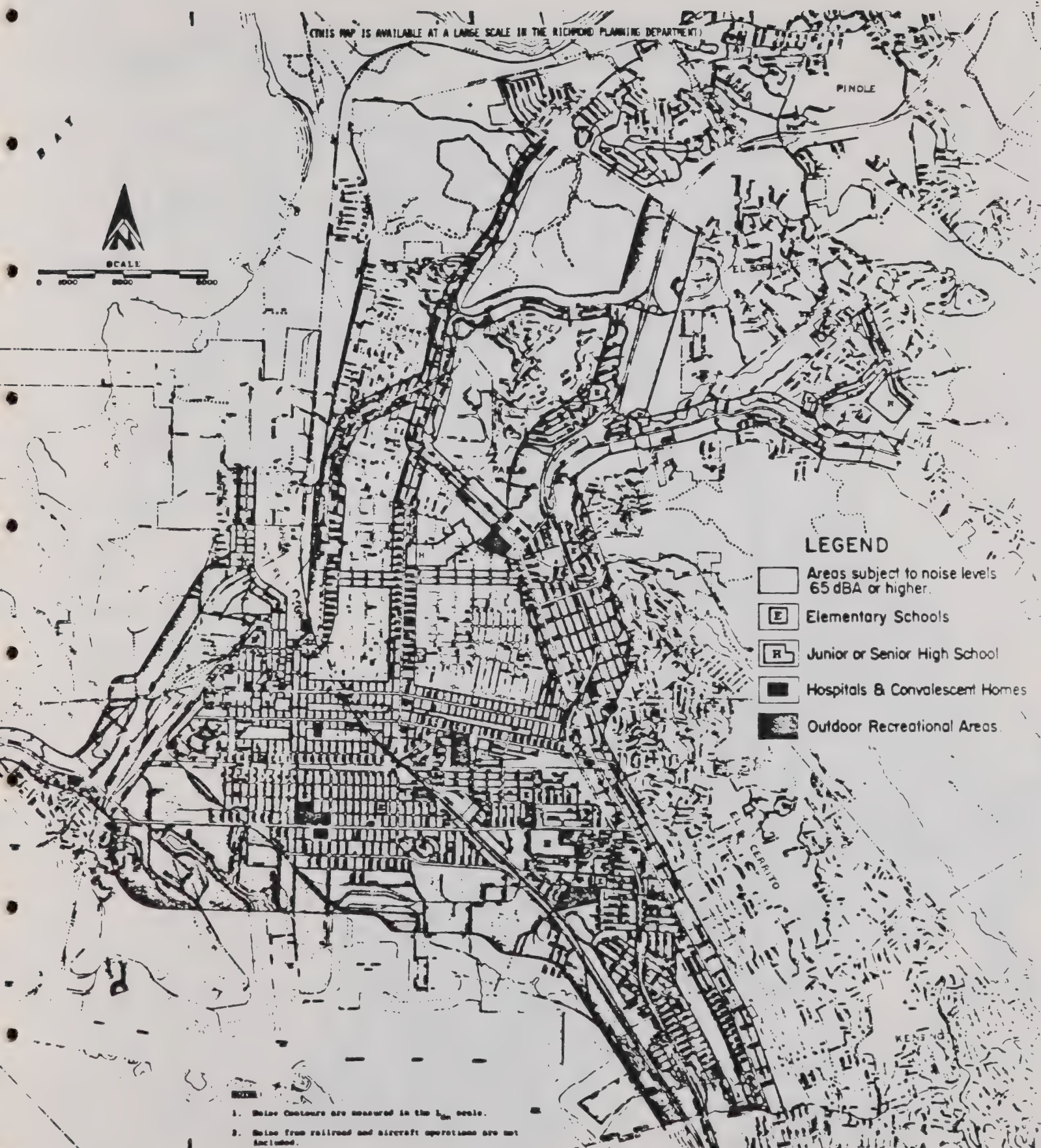
Goal A: Reduce Transportation-Related Noise

Policy (1). Support efforts of the California Department of Transportation (CalTrans) to institute noise reduction measures on existing freeways to lessen noise impacts on areas immediately adjacent to the freeway.

Policy (2). Urge strict enforcement of the Federal railroad

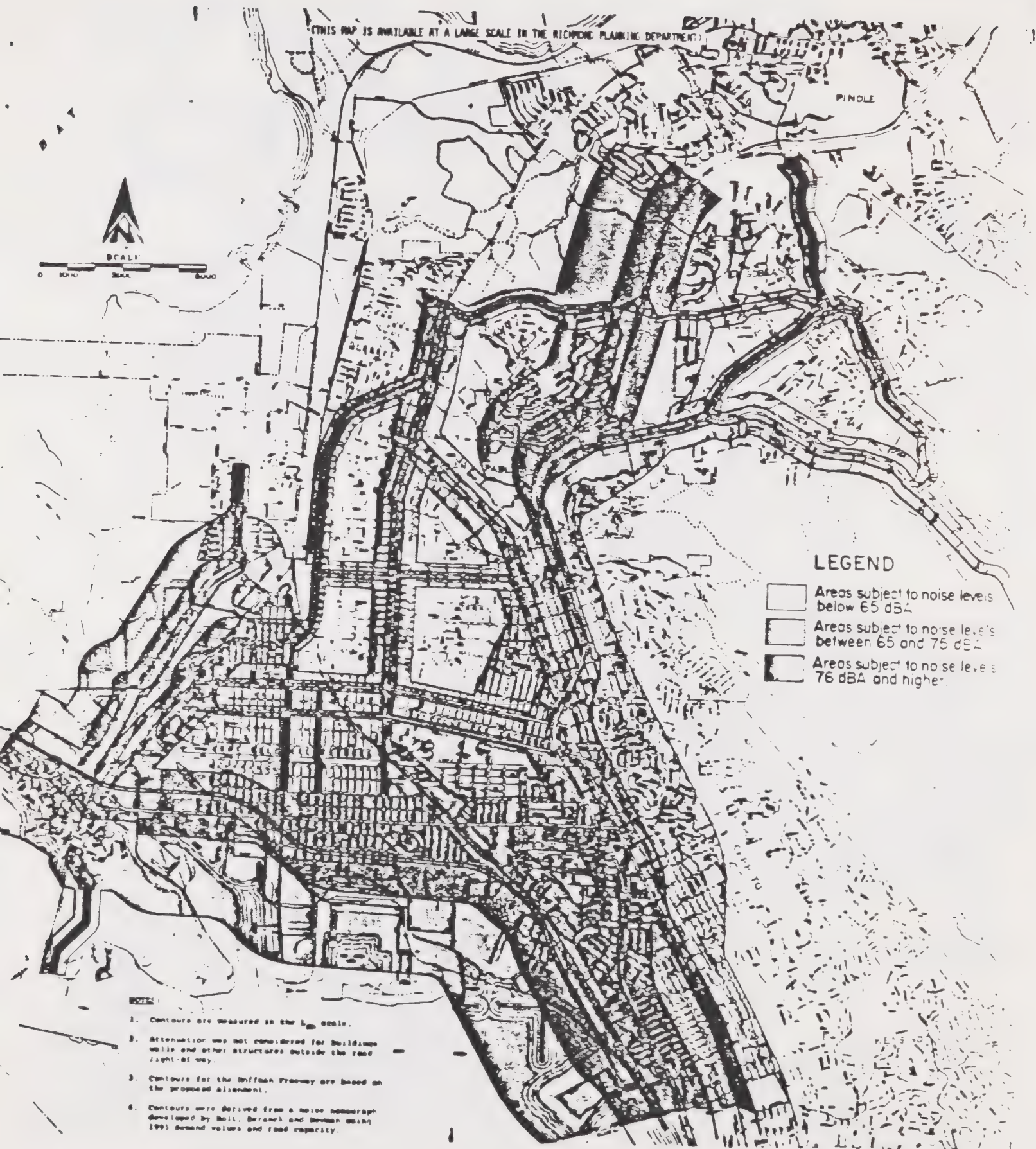
1975 NE

(THIS MAP IS AVAILABLE AT A LARGE SCALE IN THE RICHMOND PLANNING DEPARTMENT)



MAP 8.
AREAS SUBJECT TO EXCESSIVE
TRANSPORTATION NOISE LEVELS

THIS MAP IS AVAILABLE AT A LARGE SCALE IN THE RICHMOND PLANNING DEPARTMENT



MAP 3.
PROJECTED NOISE CONTOURS and IMPACT
AREAS for MAJOR ARTERIALS - 1995

noise emission standards by the U. S. Department of Transportation when they become effective.

1975 NE

Policy (3). Investigate measures that can be undertaken by the railroad companies to lessen noise emissions, such as the use of welded track, reduction of speed near residential areas, abandonment of lightly used rights-of-way and construction of grade-separated crossings.

Policy (4). Investigate the feasibility of enforcing the California Vehicle Code noise emission standards for vehicles operating on City streets.

Policy (5). Continue to implement traffic and highway improvements that will lessen noise from or alleviate the need for through traffic, especially truck traffic, passing through residential neighborhoods.

Goal B. Minimize Noise Generation and Impacts

Policy (6). Require noise contours for "before" and "after" as part of the study made of all projects requiring Environmental Impact Report (EIR) review as a means of developing data over a period of time to establish noise levels throughout the City.

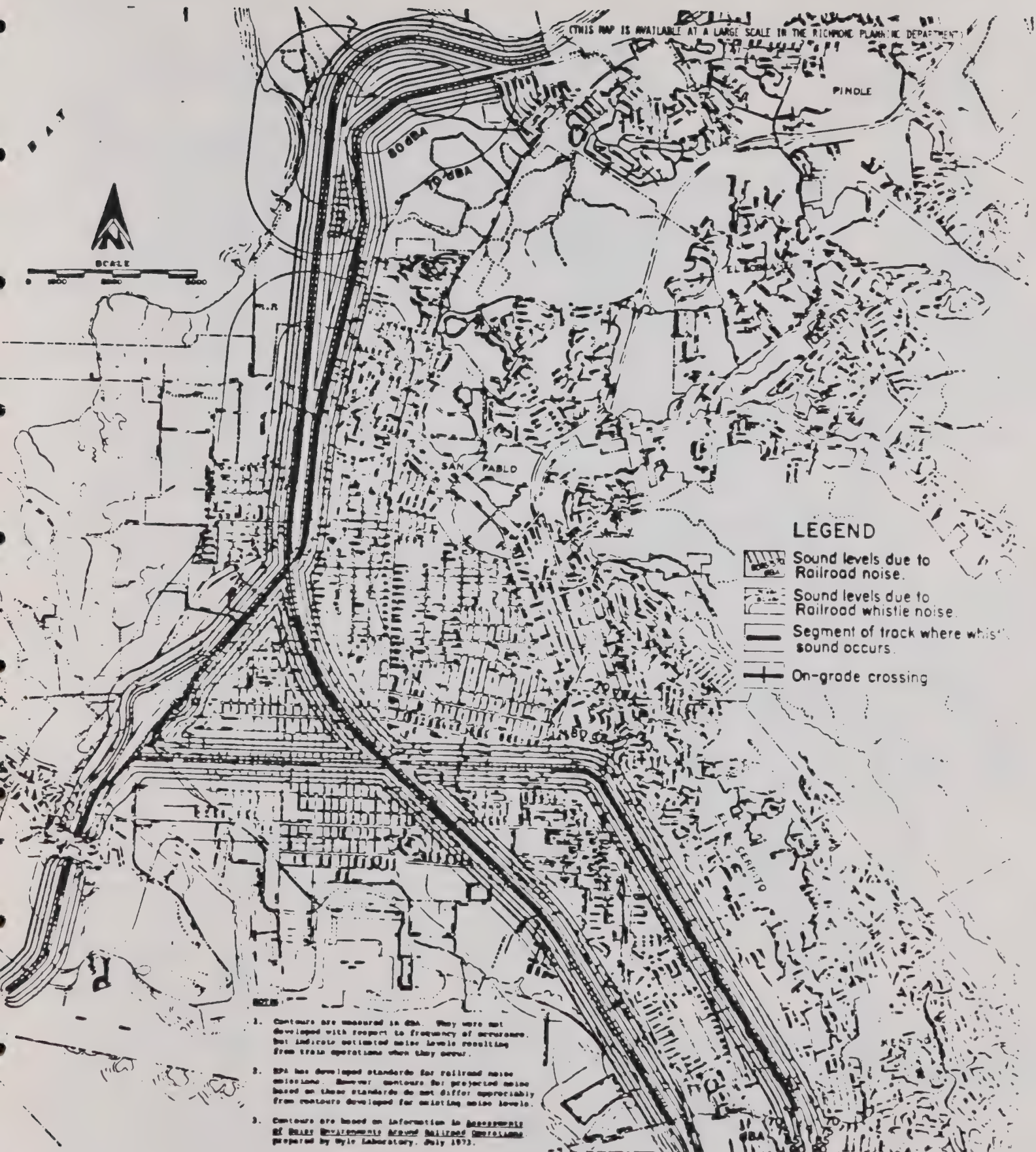
Policy (7). Discourage development, when noise levels are established, where such development will significantly increase existing noise levels, unless mitigation measures are designed as part of the project to limit noise emissions to an acceptable level compared to the existing sound level.

Policy (8). Require the use of acoustical materials and construction on new residential development adjacent to freeways to minimize noise intrusion from heavy vehicular traffic.

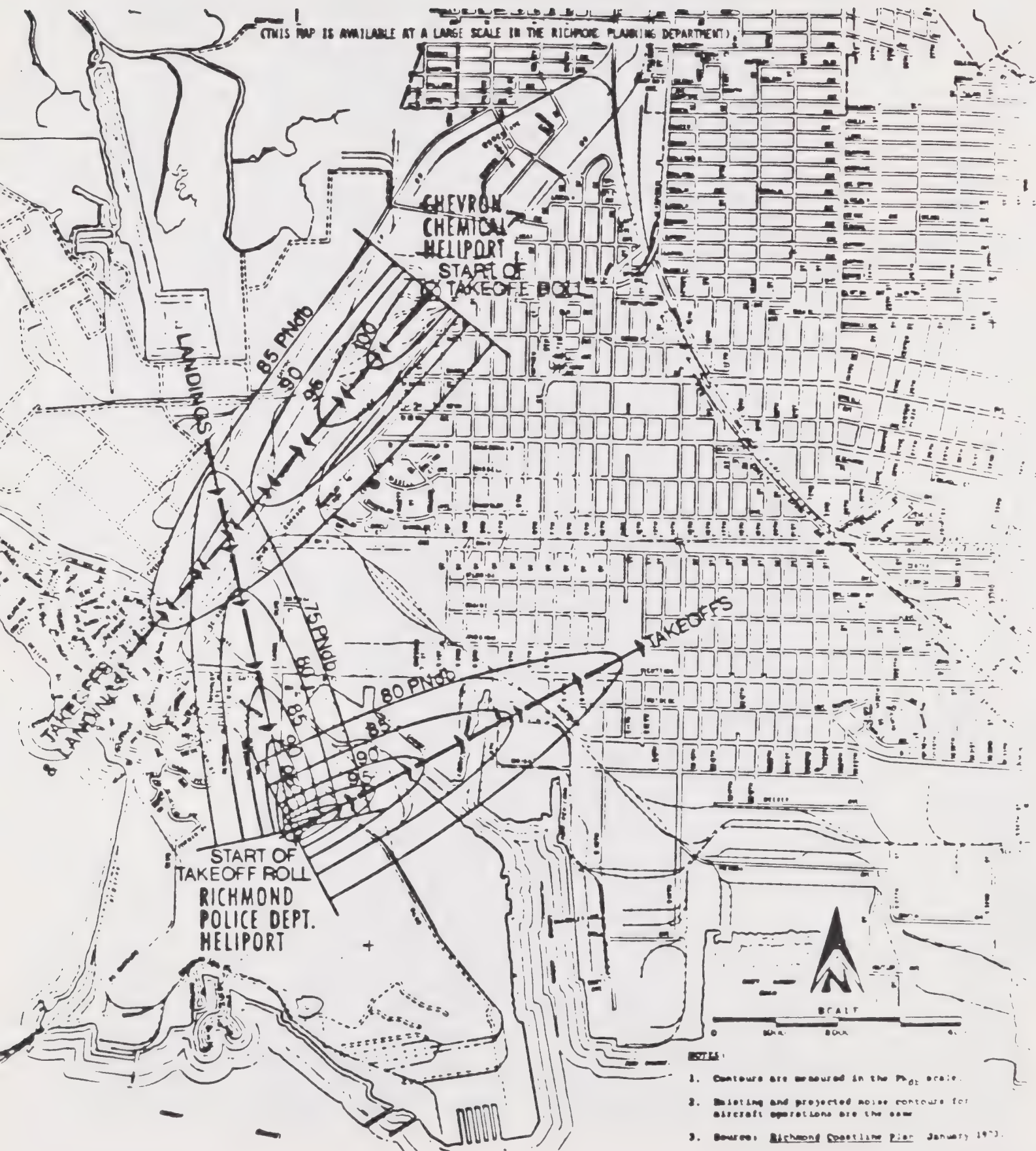
Policy (9). Develop criteria establishing proper site planning and building orientation that will lessen noise intrusion and minimize noise emissions.

Policy (10). Require City departments and agencies to review their activities to ensure that noise from activities such as construction, street sweeping, street maintenance, etc., has been reduced to the lowest possible level. In addition, require City departments and agencies to review specifications for City equipment purchases and specify, if necessary, maximum noise emissions permissible.

1975 NE



MAP 6.
EXISTING and PROJECTED NOISE CONTOURS
for RAILROAD OPERATIONS - 1974 and 1995



MAP 7.
EXISTING and PROJECTED NOISE CONTOURS
for AIRCRAFT OPERATIONS - 1974 and 1995

Goal C. Minimize Noise Impacts of New Transportation Facilities

Policy (11). Review and withhold entering into any free-way agreement with CalTrans until the City is satisfied that adequate noise control measures will be provided in the design and construction of any new State highways within the Richmond Planning Area.

11.00 SEISMIC SAFETY ELEMENT.

11.01 Legal Requirement.

The California Government Code, Section 65302, provides that:

"the plan shall include the following....:

"A seismic safety element consisting of an identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failures, or to effects of seismically induced waves such as tsunamis and seiches.

The seismic safety element shall also include an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure and seismically induced waves..."

11.02 Seismic Safety Goals.

The goal of the Seismic Safety Element is to contribute information on the comparative safety of using lands for various purposes, types of structures and occupancies. It provides primary inputs to the land use, housing, open space and circulation elements, and into the detailed planning of development projects.

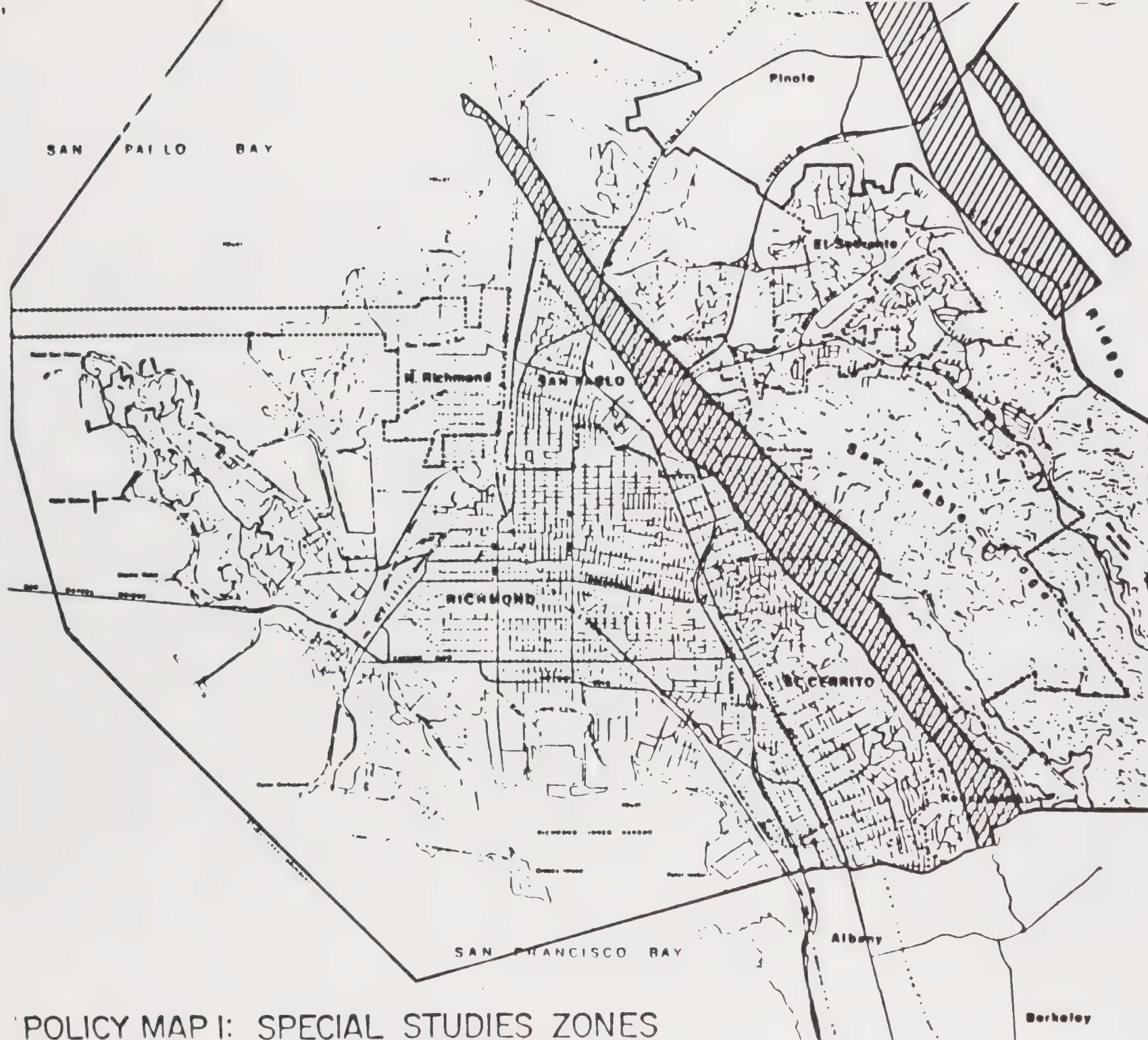
11.03 Geologic Hazards.

A. Fault Displacement Policies.

- (1) Enforce a Special Studies Zone (see Policy Map I) as required by the Alquist Priolo Geologic Hazards Zone Act of 1972.

This special Studies Zone covers areas designated by the State Geologist within which there exists a hazard to public safety from a possible fault rupture. The State Mining & Geology Board has formulated development policies affecting all applicants for real estate development and structures for human occupancy within the Special Studies Zones. Local jurisdictions are required to adopt these policies as part of their Seismic Safety Element and the Municipal Code.

(Note: Detailed information cannot be presented accurately on maps of this scale. A large scale map of this subject is available for inspection at the Planning Departments of the participating cities.)



POLICY MAP I: SPECIAL STUDIES ZONES

The Policies, effective July 1, 1974, are as follows:

1974 SS

- a. No structure for human occupancy, public or private, shall be permitted to be placed across the trace of an active fault. Furthermore, the area within fifty (50) feet of an active fault shall be assumed to be underlain by active branches of that fault unless and until proven otherwise by an appropriate geologic investigation and submission of a report by a geologist registered in the State of California. This 50-foot standard is intended to represent minimum criteria only for all structures. It is the opinion of the Board that certain essential or critical structures, such as high-rise buildings, hospitals, and schools should be subject to more restrictive criteria at the discretion of cities and counties.
- b. Applications for all real estate developments and structures for human occupancy within Special Study Zones shall be accompanied by a geologic report prepared by a geologist registered in the State of California, and directed to the problem of potential surface fault displacement through the site, unless such studies are waived pursuant to Section 2623 of the Public Resources Code.
- c. One (1) copy of all such geologic reports shall be filed with the State Geologist by the public body having jurisdiction within thirty (30) days of submission. The State Geologist shall place such reports on open file.
- d. Requirements for geologic reports may be satisfied for a single 1 or 2 family residence, if, in the judgement of technically qualified City and County personnel, and with the approval of the State Geologist, sufficient information regarding the site is available from previous studies in the same area.
- e. Technically qualified personnel within or retained by each City or County must evaluate the geologic reports required herein and advise the body having jurisdiction and authority.
- f. Cities and counties may establish policies and criteria which are more restrictive than those established herein. In particular, the Board believes that comprehensive geologic and engineering studies should be required for any "critical" and "essential" structure as previously defined whether or not it is located within a special studies zone.

1974 SS

g. In accordance with Section 2625 of the Public Resources Codes each applicant for a building permit within a delineated Special Studies Zone shall pay to the City or County administering and complying with the ALQUIST-PRIOLO GEOLOGIC HAZARDS ZONES ACT, a fee of one-tenth of one percent of the total valuation of the proposed building construction for which the building permit is issued as determined by the local building official.

1974 SS

h. As used herein the following definitions apply:

(i) A "structure for human occupancy" is one that is regularly, habitually or primarily occupied by humans; excluding therefrom freeways, roadways, bridges, railways, airport runways, and tunnels. The excluded transportation structures should be sited and designed with due consideration to the hazard of surface faulting. Mobile homes, whose body width exceed eight (8) feet, are considered as structures for human occupancy.

(ii) Only a geologist registered in the State of California is deemed to be technically qualified to evaluate geologic reports.

(iii) A "new real estate development" is defined as any new development of real property which contemplates the eventual construction of "structures for human occupancy."

1974 SS

(2) Develop comprehensive planning standards for development and construction in the Hayward fault area, on steep slopes, on filled tidelands and on alluvial plains, using the results of the Tri-Cities Seismic Safety, Open Space and Conservation Study as a guide. (Future Policy)

1973 CL

(3) Develop as a part of the City's comprehensive planning program: (Future Policy)

a. Standards for minimum clearance required around structures to reduce risks to life and property in case of earthquakes;

b. A comprehensive map of geological hazards in the Coastline Area and standards for development in areas of geologic hazard.

(4) Evaluate seismic conditions in the Hayward fault area and in the area of the inferred fault which runs from Brooks Island along the eastern edge of the Potrero Hills and the San Pablo Peninsula (San Pablo fault). (Continuing Policy)

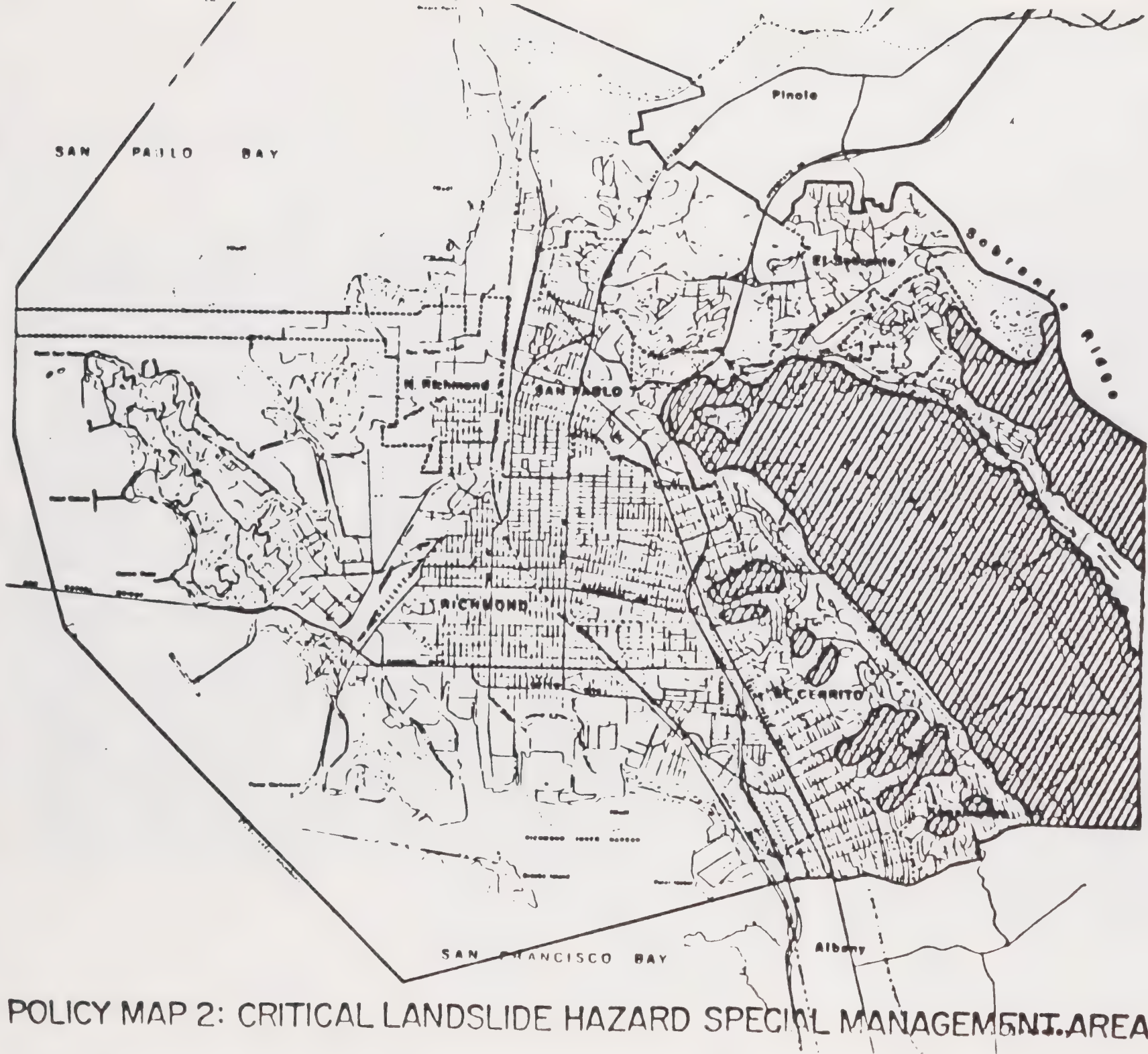
1973 CL

- (5) Establish regulations or administrative procedures that provide assurance that the possibility of fault movement is considered in the design of all roadways and utility lines which must cross through, and all important facilities which must be located within, the Special Studies Zone.
- (6) Prohibit the development of new facilities within a Special Studies Zone which may have critical consequences if damaged by fault movement, such as hospitals, schools, utility structures and communication centers.
- (7) Induce the removal or relocation of all facilities located within a Special Studies Zone which have a high occupancy potential (e.g., theaters, churches, major markets, apartment complexes, schools, etc.) to new sites away from the Special Studies Zone.
- (8) Promote the least amount of day or night time occupancy of the Special Studies Zone. This can best be accomplished by limiting this zone to open space use. A secondary alternative is to limit development to low density, well-built, timber constructed dwellings.

B. Slope Stability and Landslides Policies.

- (1) Encourage all utility companies and districts and direct City of Richmond controlled utility operations to develop and maintain up to date contingency plans in the event of a landslide within the high or medium risk areas. (See Critical Landslide Hazard Special Management Areas on Policy Map 2).
- (2) Establish a Critical Landslide Hazard Special Management Area for portions of the City of Richmond (see Policy Map 2) with appropriate enacting legislation which will:
 - a. Require an evaluation of landslide potential by a civil engineer specializing in foundations and an engineering geologist for construction within areas designated as "high or medium risk".
 - b. Establish standards or a permit procedure whereby extensive engineering work on hillsides may be permitted to stabilize unstable land. This type of solution quite often results in unattractive subdivisions or other projects that cause tremendous destruction to the natural environment and therefore should be avoided wherever possible.
 - c. Encourage continued agricultural use, public acquisition or very low single family residential density within critical landslide areas. Amend the Residential Element of the Richmond General Plan to make it compatible with the Seismic Safety Element.

(Note: Detailed information cannot be presented accurately on maps of this scale. A large scale map of this subject is available for inspection at the Planning Departments of the partici-



POLICY MAP 2: CRITICAL LANDSLIDE HAZARD SPECIAL MANAGEMENT AREA

- d. Prohibit the development of new facilities within areas designated as "high or medium risk" which may have critical consequences if damaged by landslides, such as hospitals, schools, utility structures and communication centers.

1974 SS

C. Ground Shaking Policies.

- (1) Require a site investigation for any major or important structure to investigate the degree of ground shaking that can be expected for the particular structure.
- (2) Encourage design and careful construction not only of structures but also in the use, anchorage and placement of its contents to reduce the hazard of falling objects from potential ground shaking.

D. Liquefaction Policies.

- (1) Require an evaluation of liquefaction potential for all major or important structures as part of the foundation investigation needed for issuance of a building permit, except in Zone IV.
- (2) Encourage utility companies to evaluate the hazard of potential damage from liquefaction in utility construction and to consider this hazard either in routing of the utilities or in details of construction or both.

E. Dam Failures and Seiches Policies.

- (1) Encourage the East Bay Municipal Utility District to take whatever steps necessary to ensure the safety from the possibility of dam failure and seiches.

11.04 Structural Hazards.

A. Public Buildings Policies.

- (1) Require a detailed structural investigation of the City Halls by a structural engineer and make available funds for modifications to the buildings as necessary.
- (2) Periodically review the buildings which house the vital government functions necessary to coordinate post-disaster activity for their structural adequacy and ability to survive a major earthquake. All public buildings which can serve as a refuge and as an administration area in the event of disaster should be designed to meet the most rigid earthquake standards. After the preliminary review, a more thorough investigation of certain structures may be necessary.

1974 SS

- (3) Require geologic studies for all public buildings and structures located in a Fault Zone to determine whether or not the facility is subject to damage from ground rupture. If the studies indicate that damage is likely, corrective steps should be taken such as phasing out the facility.

B. Fire Stations Policies.

- (1) Perform a more detailed and thorough investigation of all fire stations in the Planning Area including their geological setting. The review should include access roads, utilities, etc.

C. Schools Policies.

- (1) Inform the School District of the conditions found by the Seismic Safety Study relative to school structures. Request that the School District review in more detail the schools in or near suspected poor foundation materials, even though these schools technically meet the requirements of the Field Act, and that all schools have a general review to determine the "minor" hazards of light fixtures, falling ceilings, arcades, book shelves and furniture, etc. If warranted, request the School District to take precautionary measures to reduce the effects of these hazards.

D. Highways and Utilities Policies.

- (1) Provide incentives to the utility agencies to encourage their continued use of better and more reliable measures to reduce hazards due to the rupture of utilities in unstable ground.
- (2) Request the East Bay Municipal Utilities District, the Pacific Gas and Electric Company, the Pacific Telephone Company and the State Highway Department to prepare seismic safety evaluations of their facilities. Each agency should provide a detailed statement concerning which facilities might fail and what their efforts are to prevent or immediately correct unavoidable failures. Special reports should be made regarding their construction techniques in landslide, fault zone and liquefaction areas. The seismic safety programs of these agencies should be reviewed and evaluated by each City's Seismic and Geologic Hazards Review Board Committee.
- (3) Encourage any new installations to avoid the Special Studies Zone and areas subject to landsliding or liquefaction. Where it is not possible to avoid these areas, require precautions to reduce the effects of breakage or loss of use of the line or facility.
- (4) Prohibit, wherever possible, major sewer trunk lines and water lines being routed together in areas subject to failure to avoid contamination when pipelines break.

E. Industrial Structures Policies.

- (1) Discuss with the industrial community the probable effects of ground liquefaction on their operations to see if some reasonable method of reducing the consequential effects can be found. While the loss of an isolated or a few industrial plant operations may have little overall effect on the community, damage to a large proportion will have very large repercussions.
- (2) Consider retaining an engineering geology firm to perform a detailed investigation of the industrial area and develop a program for the protection of existing and future uses.

1974 SS

F. Commercial Structures Policies.

- (1) Adopt a "parapet" ordinance whereby the existing hazardous parapets must be eliminated or reinforced. The enforcement of such an ordinance should be phased so that areas of high traffic would be corrected first. Coupled with the usual parapet ordinance there should be the required elimination of certain similar companion hazards that are more prevalent in this study area than most similar areas, including signs, canopies and marquees, and loading dock canopies.

G. Apartment Structures Policies.

- (1) Review in more detail the situation of the light wood frame construction apartment buildings on concrete stilts (to provide parking) in the light of present knowledge of performance of concrete frames in earthquakes.

H. Church Policies.

- (1) Make available the structural engineers' report to churches for their review.

I. Hospitals and Convalescent Homes Policies.

- (1) Make available the structural engineers' report to hospitals and convalescent homes for their review.

11.05 Disaster Planning Program.

A. Policies.

- (1) Develop a joint Disaster Preparedness Program which will allow the cities to pool their resources and better coordinate a comprehensive program of disaster preparedness.
- (2) Establish Emergency Operating Centers where key city personnel can direct and control emergency operations such as police and fire.

1974 SS

(3) Establish a program of public education and communication relating to natural disasters.

1974 SS

(4) Study the radio communication situation among essential services and provide funds so that radio communication capabilities are improved.

(5) Establish a Safety Commission or other similar board as the body that evaluates and makes recommendations concerning the adequacy of the local disaster preparedness program.

(6) Hold a joint earthquake response exercise when the three communities have upgraded their disaster response capability in order to test that capability in a simulated exercise.

11.06 Policies For General Seismic Safety Implementation Measures.

- A. Create a Geologic and Seismic Hazards Review Board or Committee which would act as a policy and administrative body to assist in the implementation of policies adopted in the Seismic Safety Element. This body might be a citizen Geologic and Seismic Review Board, or a Design Review Board with expanded functions or a consultant hired to fulfill this responsibility.
- B. Continue the role of the Seismic Safety Citizens Advisory Committee. If the members are not part of the proposed Hazards Review Board or Committee, the members from any one of the cities could well serve that city in a continuing role as Citizens Seismic Safety Advisors at least for the next two years after the adoption of this element.
- C. Encourage the public acquisition of geologically hazardous lands, especially lands subject to fault displacement or landsliding. Initial priority should be given to parcels that have also been designated desirable for open space, trails, vista points and riparian and native woodlands in the Open Space and Conservation Element.
- D. Establish new development regulations that will mandate the review, evaluation and restriction of land use that may be subject to undue risk in geologically hazardous areas. This proposed program should include the incorporation of requirements relating specifically to geologic hazards into subdivision, grading, zoning and other ordinances where needed. However, in closely regulating developments to prevent the creation of new hazards, it is important to remember that minimizing the cost of new housing is also an important social goal.
- E. Appraise individual development projects in the earliest stages for the potential of significant geologic, seismic, soils and hydrologic problems. Detailed study and reporting should be made of seismic safety considerations in all Environmental Impact

1974 SS

Reports. Those sections of an Environmental Impact Report dealing with geology should be produced, reviewed and approved by geo-technically competent persons prior to presentation of the report to designated city boards or commissions. 1974 SS

F. Adopt the current Uniform Building Code. 1974 SS

12.00 SAFETY ELEMENT.

12.01 Legal Requirement.

The California Government Code, Section 65302, provides that: 1982 PL

"the Plan shall include the following...

A safety element for the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazard mapping in such areas of known geologic hazards..." 1982 PL

12.02 Safety Goals.

The goal of this element is to provide information and policies which will reduce the hazard to life and property from fires, floods, geologic hazards, and other major emergencies. NEW
NEW

12.03 Safety Policies.

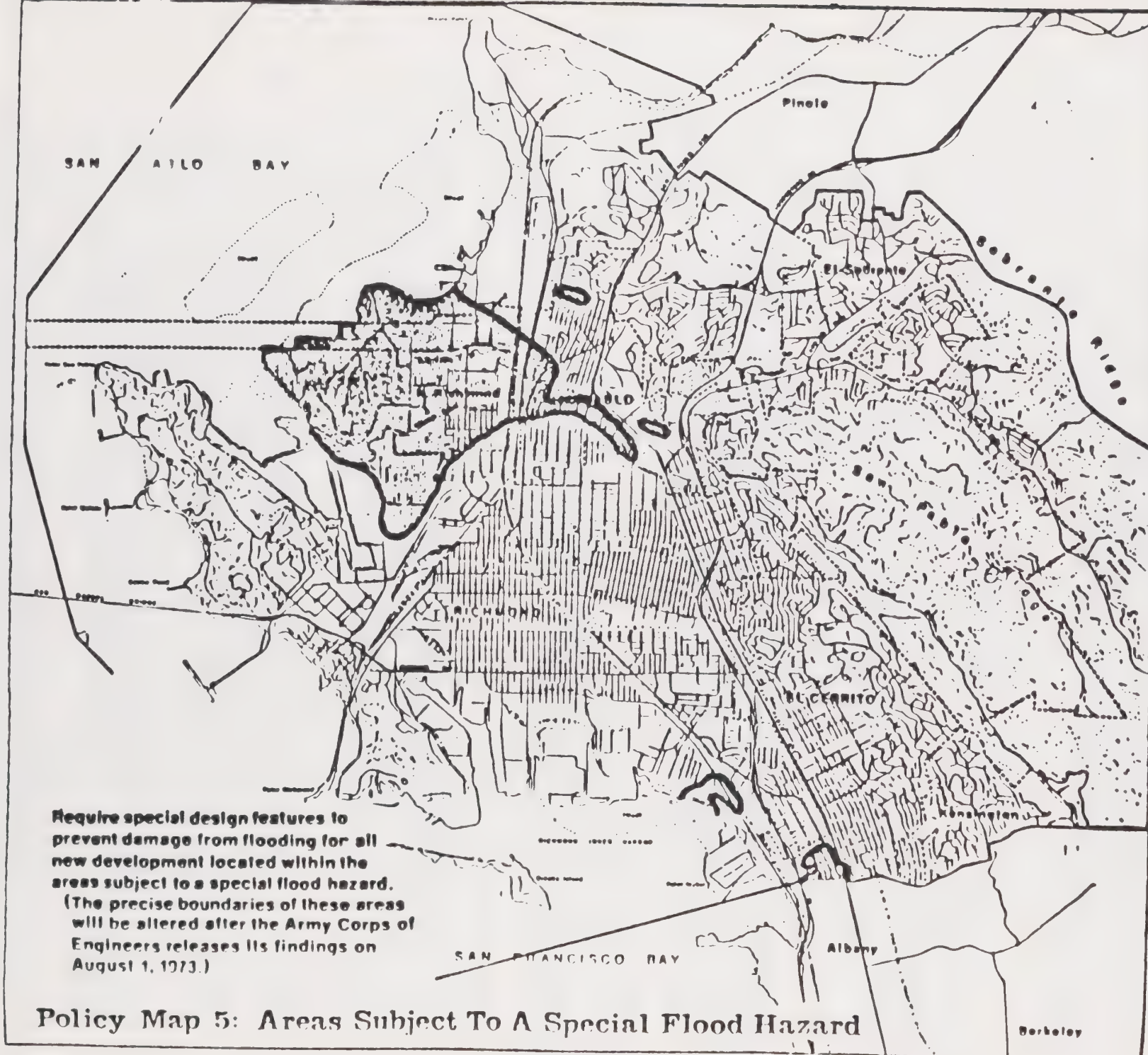
A. Initiate an on-going evaluation of the existing and future streets and roads to determine their capacity for rapidly evacuating people from the City. Determine minimum road widths required for evacuation routes and designate appropriate routes as emergency evacuation routes. (Continuing Policy) 1973 CL

B. Reject any proposals for development that would deplete or degrade the underground water supply. (Continuing Policy)

C. Support development of the Federally-assisted flood control projects and storm drainage facilities in North Richmond. (Continuing Policy) 1973 CL

D. Special design features to prevent damage from flooding should be required for all new development located within the areas subject to a special flood hazard, as determined by Federal Flood Insurance Rate Maps. 1973 OS/C

E. Flood control measures adequate to reduce the damage from a 100-year flood to a level acceptable to the community should be 1973 OS/C

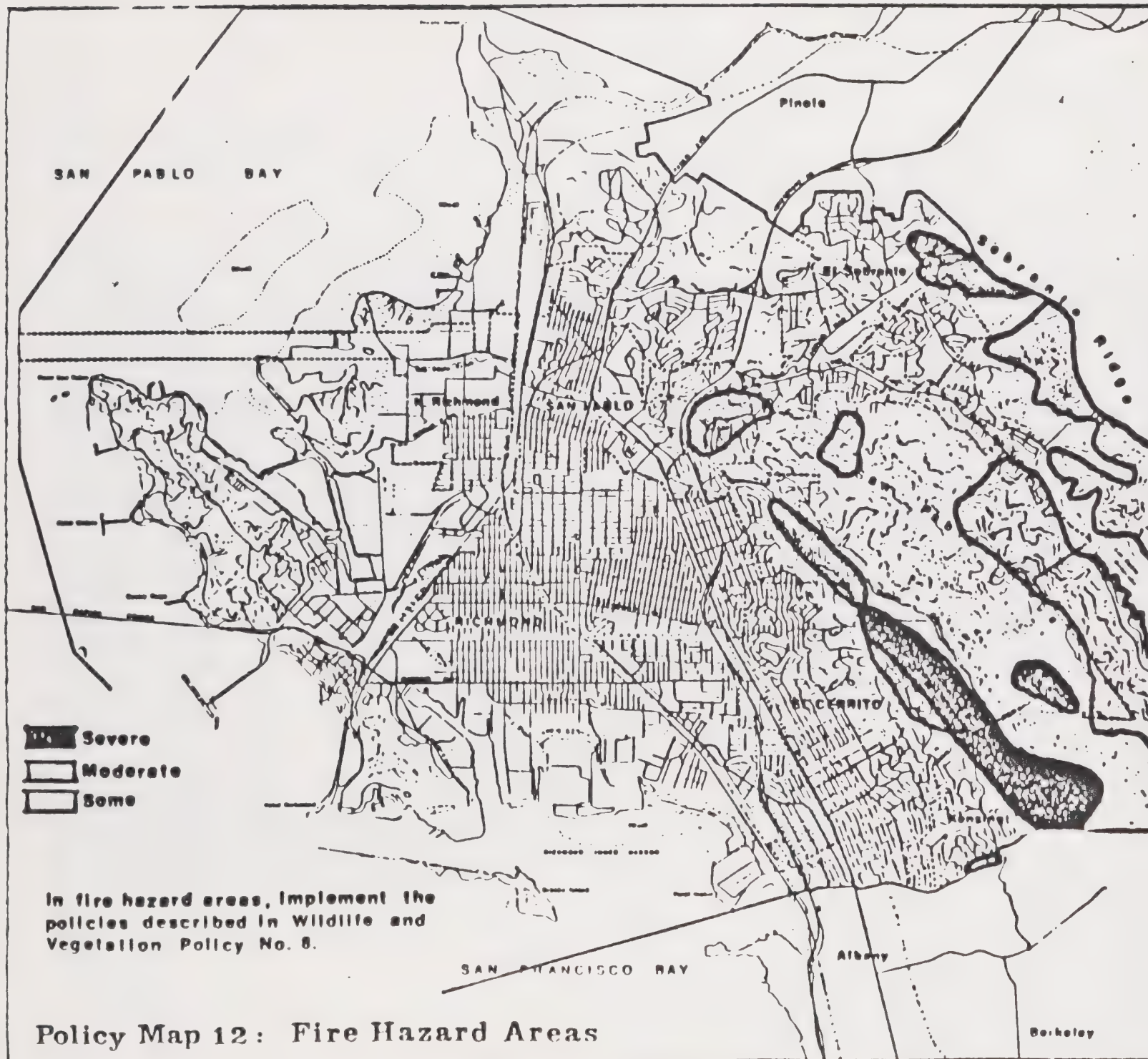


installed on San Pablo and Wildcat Creeks. Because Brookside Hospital is the only facility in the West Contra Costa area providing public emergency care, flooding and erosion must be prevented at the hospital. Any flood control facilities built in the creeks should maintain the natural qualities of the creeks as much as possible.

- F. Ensure that all eligible residents are informed of the federal flood and mudslide insurance program and that they are aware of possible consequences of not purchasing insurance. Means such as newspaper articles or a direct mailing should be used.
- G. Laws prohibiting the dumping of litter, fill, and waste materials into the creeks should be strictly enforced, and the public should be educated about the flooding and health hazards associated with such dumping.
- H. To minimize the danger to public health and safety caused by building in an area with a high fire risk (see Policy Map 12), the following policies should be implemented:
 - (1) New residential and commercial development should be discouraged on the fire-prone north-facing slope of Wildcat Canyon.
 - (2) In any area designated as having a fire hazard, adequate fire equipment, facilities, water, and access should be provided for a quick and efficient response.

In particular, the following requirements should be placed on any such development:

- a. Landscaping measures, such as proper placement of plants and use of fire-resistant plants, should be utilized to reduce fire risk.
 - b. Brush and grass should be removed within at least 30 feet of all structures. Care must be taken to avoid erosion in any such area as well. More brush may need to be removed to reduce the risk to an acceptable level.
 - c. The perimeter exposed to fire should be reduced as much as possible.
 - d. Fire-resistant exterior building materials should be used for all buildings within a fire-prone area.
- (3) Local governments should undertake a consumer education program to inform residents about methods individuals can use to retard fires. A list of fire-resistant plants should be made available by the Parks and Recreation Department.



(4) If a fuelbreak proves necessary to protect the public from a serious fire hazard, measures should be taken to control erosion, minimize damage to the ridge's appearance, and restore wildlife habitat. 1973 OS/C
1973 OS/C

I. Build grade-separated railroad-street crossings to provide safe access to the following residential areas if alternative routes which do not cross tracks cannot be found: (Future Policy) 1973 CL

- In Brickyard Cove, if construction of the Garrard-Canal Boulevard loop is delayed, as the loop will relieve the grade crossing problem;

- In Point Richmond;

- At Parchester Village;

- At Chesley Street where it crosses the Santa Fe Railroad and Southern Pacific Railroad main lines;

- At Market Street where it crosses the Santa Fe Railroad and Southern Pacific Railroad main lines. 1973 CL

13.00 JOB SUPPLY AND DEMAND.

13.01 Job Supply and Demand Goals.

The goal of this section of the General Plan is to provide policies designed to increase the availability of meaningful jobs to residents of the city. NEW
NEW

13.02 Job Supply and Demand Policies.

A. Provide Richmond residents with maximum opportunities for meaningful employment, in-service training, and technical as well as professional education. (Continuing Policy) 1973 CL

(1) Meaningful employment refers to jobs producing annual wages equal to or better than the minimum Bay Area budget for a "low" standard of living.

(2) Initiate a program to monitor the development of new job opportunities in Richmond and to refer Richmond residents to such jobs; work closely with prospective employers to achieve a high proportion of local residents employed locally.

(3) Require affirmative action commitments for both the construction, and hiring and employment phases of all developments wherever the City has jurisdiction. 1973 CL

B. Create a better environment for adequate employment with the following types of community action: (Continuing Policy)

1973 CL

- (1) Economic Development: Promote the development of economic opportunities that utilize a significant number of jobs paying wages equal to or above the minimum for a "low" standard of living in this area.
- (2) Capital Improvements: Use capital improvements, such as streets, flood control, and recreation facilities, as a catalyst to generate meaningful jobs.
- (3) Redevelopment: Use the redevelopment process in underutilized industrial and commercial areas to accelerate provision of capital improvements.
- (4) Manpower Development: Provide the opportunity and incentive for every working age person in Richmond to become more employable.
- (5) Financial Assistance: Provide financial and managerial assistance to new business enterprises that will locate within the area.

C. Develop local employment opportunities in each sector of the area covered by the Richmond Coastline Plan (1973).

D. Set a target figure of 1,200 jobs as the minimum number to be created through redevelopment in Redevelopment Project Area 11-A. (Continuing Policy)

E. In the Northwest Sector of the City, encourage growth in the following employment categories by taking these actions: (Continuing Policy)

- (1) Agriculture: Promote the development and retention of labor intensive forms of agricultural operations such as truck farming and floriculture.
- (2) Construction: Urge early development of public facilities such as the North Richmond Access bypass thoroughfare and the flood control and recreation facilities proposed by the U. S. Army Corps of Engineers for Wildcat and San Pablo Creeks.
 - The Access route will improve transportation economies for manufacturing enterprises, encourage more distribution activities, and thus create a setting favorable for more jobs in this sector.
 - The recreation and flood control facilities, as well as the Access route, will stimulate other construction jobs in development of additional dwellings and neighborhood

1973 CL

facilities in the residential communities of North Richmond and Parchester by improving the environment for such growth.

1973 CL

(3) Manufacturing: Strive to obtain some diversification from the predominantly petro-chemical line, and stimulate the development of small local fabricating firms.

(4) Wholesale Trade: Promote various forms of entrepreneurship involving the distribution of goods to industrial and commercial establishments.

(5) Retail Trade: Create new opportunities for employment in retail sales establishments.

- Expand the local market for food and general merchandise through efforts to increase the local housing stock.

- Help insure the viability of local retail outlets by increasing the available amount of disposable income in the area through efforts to help residents boost their earning power.

(6) Services: Create employment opportunities in the various forms of services - personal, repair, recreational. This would include barber and beauty shops, automotive and appliance repair, and park and recreation supervision and maintenance.

(7) Public Education: Provide additional job opportunities in child care, nursery schools, elementary schools, and outdoor education.

F. In the Southwest Sector of the City, encourage growth in the following employment categories by taking these actions:
(Continuing Policy)

(1) Construction: Urge early development of such public improvements as the roadway connection of Garrard and Canal Boulevards, the proposed recreation facilities at Point Richmond South and at the San Pablo Peninsula, and development of pedestrian and bicycle access to the Bay shoreline north of the bridge toll plaza.

(2) Manufacturing: Provide special support to the establishment of additional scientific instrument research and development operations.

(3) Transportation: Create additional employment opportunities through expansion of current port operations at Shipyard 3, as well as rail and motor freight shipping and warehousing.

1973 CL

(4) Retail Trade and Services: Create new opportunities for employment in retail sales and service establishments by promoting development of new outlets and expansion of existing ones as an outgrowth of new residential and recreational development at:

1973 CL

- Point Richmond
- Brickyard Cove
- George Miller Regional Park
- San Pablo Peninsula

(5) Public Education: Provide additional job opportunities in childcare at Point Richmond.

G. In the South east Sector of the City, encourage growth in the following employment categories by taking these actions:
(Continuing Policy)

(1) Construction: Promote employment opportunities for construction workers through development of port, marina, housing and related improvements in the area surrounding the Inner Harbor Basin (Redevelopment Project Area 11-A).

(2) Transportation: Encourage creation of employment opportunities in marine terminals, container packaging, rail and motor freight handling facilities.

(3) Wholesale Trade: Encourage an expansion of local employment opportunities in distribution activities such as those provided by United Grocers and Safeway.

(4) Retail Trade and Services: Establish employment opportunities in the area surrounding the Inner Harbor Basin in food stores, bait and tackle shops, ship chandleries, boating equipment and hardware, boat sales and rental, boat repair facilities, boat and storage areas, fuel docks, restaurants, and snack bars.

(5) Public Education: Provide opportunities for employment by creating a job training center for repairing household appliances.

1973 CL

14.00 ADOPTED LOCAL AREA PLANS.

The following Local Area Plans have been adopted:

Wildcat Canyon Master Plan ('64)

Pullman Neighborhood Plan ('66)

A Policy Plan for the Iron Triangle ('67)

Richmond Coastline Plan ('73)

Special Area Plan, South Richmond Shoreline ('77)

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